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Wednesday, Nov 4, 1982
Kartika 13, 1904 (Saka)

LOK SABHA DEBATES

Tenth Session

(Seventh Lok Sabha)

सत्यमेव जयते

LOK SABHA SECRETARIAT
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LOK SABHA

Thursday, November 4, 1962/Kartika 13, 1904 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Utilisation of Coaches

+

*352. SHRI ATAL BIHARI VAJPAYEE:

SHRI SURAJ BHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the percentage of time for which passenger coaches remain ineffective is very high in various zones; and

(b) if so, the steps taken to increase the utilisation of coaches?

रेल मंत्रालय तथा संचरीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) और (ख). 14 प्रतिशत अनुमेय निष्क्रिय सवारी डिब्बों की तुलना में कुछ रेलों पर आवधिक और ओवरहाल क्षमता की आवश्यकतानुसार उपलब्ध न होने के कारण, निष्क्रियता का प्रतिशत सीमान्ततः ऊंचा है । भुवनेश्वर, तिरुपति और भोपाल में 3 नये कारखाने स्थापित करके और न्यू बोंगाईगांव तथा जगाधरी में क्षमता का विस्तार करके इस कमी को दूर करने के लिए कारवाई की गयी है । कोचिंग स्टाक के उपयोग में सुधार लाने के उद्देश्य से लम्बी दूरी की गाड़ियों के रेक संयोजन का मानकीकरण करने हेतु भी उपाय किए गये हैं ।

श्री हेमवती नन्दन बहुगुणा : मंत्री महोदय ने हिन्दी में जवाब दिया है, इसलिये बोनस के तौर पर सप्लीमेंटरी न पूछें ।

श्री अटल बिहारी वाजपेयी : हिन्दी में बोलने के लिए बधाई मगर यह मामला है रेलों को चलाने का । मुझे अफसोस है कि मंत्री महोदय ने सारे तथ्य सदन के सामने नहीं रखे हैं । उन्होंने सदन को गुमराह करने की कोशिश की है । आप जरा जवाब देखिए :—

"14 प्रतिशत अनुमेय ..."

यानी परमिसिबल

"....निष्क्रिय सवारी डिब्बों की तुलना में, कुछ रेलों पर, आवधिक और ओवरहाल क्षमता की आवश्यकतानुसार उपलब्ध न होने के कारण निष्क्रियता का प्रतिशत सीमान्ततः ऊंचा है ।"

मैंने अंग्रेजी का उत्तर देखा है । "सीमान्ततः ऊंचा" के माने हैं "मार्जिनली हायर" । मैं पूछना चाहता हूं कि मार्जिनली हायर कितना है । क्या यह सच नहीं है कि 14 परसेंट की तुलना में, जो डिब्बे प्रयुक्त नहीं किए जा रहे हैं, उनका परसेंटेज कहीं 19 परसेंट है और कहीं 22 परसेंट ? अगर यह सच है, तो मंत्री महोदय ने यह बात अपने जवाब में क्यों नहीं कहीं ?

श्री मल्लिकार्जुन : मान्यवर, यह प्रतिशतता 14 परसेंट से भी ऊंची है, यह बात सदन को बताई गई है । इसलिये सदन को धोखा देने का कोई प्रश्न ही

उत्पन्न नहीं होता । रहा सवाल कि इसके कारण क्या हैं, तो कारण तो कई किस्म के हैं । हर महीने हमारे पास 2550 डिब्बे मरम्मत और पीरियाडिकल ओवरहाल के लिए आते हैं, किन्तु हमारे पास वर्कशाप में इनस्टाल्ड कैपेसिटी 2150 डिब्बों की है । हमारे पास तकरीबन 400 डिब्बों की कम कैपेसिटी है ।

इसी कारण अब भुवनेश्वर, तिरूपति और भोपाल में नये कारखाने स्थापित किए जा रहे हैं ताकि महीने की 400 डिब्बों की पी० ओ० एच० की कमी को दूर करें ।

साथ ही साथ अभी हमने एफिशेंसी ब्यरो के साथ हर वर्कशाप में भी जा कर इसकी काफी स्टडी करवायी है और उसके बाद यह परसेंटेज 14 का आप के सामने रखा है ।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, 30 महीने में चार रेल मंत्री आए लेकिन रेलवे में सुधार नहीं है । आप कोच बनाने के लिए नये कारखाने खोलें . मैं इस सवाल में नहीं जा रहा हूं जो कोच बने हुए है उन का कितना उपयोग हो रहा है ? मेरे पास यह रिपोर्ट है, इसका एक हिस्सा मैं आप को पढ़ कर सुनाना चाहता हूं :

"Advance Report of the Comptroller and Auditor-General of India, 1980-81. Thus a coach remained on the move only for 37 per cent of the time in a day, while the terminal lie over was 36 per cent and POH, sick and idling (in transit to and from workshop or in sick line) 27 per cent."

आगे रिपोर्ट में यह कहा गया है कि :-

"Three super fast trains.... Tamil Nadu Express, Andhra Pradesh Express and K.K. Express have 5 rakes with availability period of 840 hours per week. However, the running time for the three trains is around 480 hours only. As a result, especially in the case of Andhra Pradesh and K.K. Express, two rakes remained idle for a period of 32 hours, 54 hours and 73 hours at Secunderabad, Trivandrum and Bangalore respectively."

Is there any justification for this delay? The Railway Ministry needs overhauling. I would like to know whether there are any proposals to shake up the railway administration.

PROF. MADHU DANDAVATE: That will be decided by the Board.

SHRI MALLIKARJUN: The railway administration does not need any shake up. But the shaking up of the conscience of the users is a needful factor.

SHRI ATAL BIHARI VAJPAYEE: You are blaming the users.

SHRI MALLIKARJUN: Certain rakes are spoiled by thefts or vandalism and other activities, including accidents. When such coaches go for repairs, they will take time. So far as the Report of the Comptroller and Auditor-General is concerned, I am not disputing it. But the rakes have to be maintained. Without maintenance they cannot be offered for service. Particularly in the case of super-fast trains, they have to pay particular attention to see that the electrical equipments and the other parts are in order. For that reason, when the super-fast trains reach their destination, they will be delayed there for some time for examination. These are factors which are inherent. So far as overhauling is concerned, without maintenance the service cannot be offered at all. For that reason, every month about 2,150 B.G. coaches are being overhauled, as I have already stated.

MR. SPEAKER: He is talking of the overhaul of the administration

SHRI MALLIKARJUN: It is a constant process.

SHRI ATAL BIHARI VAJPAYEE: All the time he is overhauling. But

there is no haulage of passenger or goods traffic. My question has not been answered. Are we to understand that the Comptroller and Auditor-General submitted his report, without taking into consideration all the arguments now put forward by the Minister?

PROF. MADHU DANDAVATE: He was appointed before the Minister came.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I do not know why the hon. Member is excited. To be frank, as stated on the floor of the House, when we took over, the concentration was more on the freight movement, to begin with.

You know the economic situation of the country, the situation faced by the power houses. We did concentrate more on freight movement to begin with. Now that we have come to a definite position and there is overall improvement on the freight movement situation, every power house has got enough coal and the economy of the country has brightened up. Now, as we have committed to the House time and again, we are concentrating more on the passengers traffic and as my esteemed colleague has already said, we have some capacity constraint for which, as he has mentioned, new workshops have been taken up and also we have in Jagadhri and New Bongaigaon the expansion programme of the existing workshops wherein out of the shortfall of 400 coaches, 150 coaches additional are programmed for repair. We have admitted that there is a shortfall, we have admitted the lack of capacity and we have admitted the efforts that we have made.

Another problem, as he has rightly pointed out, is the power cut, particularly the position that is available from West Bengal, from Rajasthan and from Madhya Pradesh. Here we have got some power cut problem also. These are constraints and I can assure the House that our constant effort is to improve the overall position and to see that we meet the requirement of the travelling public

श्री सूरज भान : अध्यक्ष महोदय, रेलवे में 7400 करोड़ का इन्वेस्टमेन्ट है, लेकिन इसके बदले में मुल्क के लोगों को क्या मिल रहा है ? आज सवारी डिब्बों में ओवर-क्राउडिंग की वजह से जगह नहीं मिलती है और बिना रिश्वत के रिजर्वेशन की सीट नहीं मिलती है । अभी जैसा बताया गया कि सवारी डिब्बों में 14 परसेन्ट इनईफक्टिवनेस एलाउड है । इसके अलावा जैसा कि माननीय वाजपेयी जी ने कोट किया है, साढ़े 12.5 परसेन्ट स्पेयर आप रख सकते हैं । इस हिसाब से आपके पास साढ़े 73.5 परसेन्ट कोचेज बचती है, लेकिन इनमें से भी आप इस्तेमाल कितनी करते हैं ? इसी आडिट रिपोर्ट में बताया गया है कि 24 घंटे में आप एक कोच को सिर्फ 8 घंटे 50 मिनट के लिए इस्तेमाल करते हैं । ज्यादा वेस्टेज टर्मिनल लाई-ओवर में होता है । तमिलनाडू एक्सप्रेस 32 घंटे सिकन्दराबाद में खड़ी रहती है, आंध्र-प्रदेश एक्सप्रेस 54 घंटे खड़ी रहती है और गीतांजली एक्सप्रेस का भी यही हाल है । मैं माननीय मंत्री जी से जानना चाहता हूं क्या आप इस सिच्युएशन को सुधारने के लिए निम्न बातों पर अमल करेंगे ।

1. क्या आप टर्मिनल लाई ओवर को खत्म करने के लिए स्टेप्स उठायेंगे जसे 72 घंटे के लिए जो गाड़ी सिकन्द्राबाद में खड़ी रहती है उसको नागपुर तक ले जायेंगे या सिकन्दराबाद से किसी और जगह ले जायगे ? इसी तरह से ताज एक्सप्रेस यहां से जाकर आगरा में सात घन्टे खड़ी रहती है, उसको क्या आप ग्वालियर तक ले जायेंगे । इसी

तरह से यहां दिल्ली आकर वह 11 घन्ट खड़ी रहती है, उसको क्या आप चण्डीगढ़ तक ल जायगें ?

2. By making radical changes in the time table.

मैं सिर्फ सुझाव दे रहा हूं ।

3. By interchanging rakes.

4. By changing the norms of periodic overhauling.

आपने पहल कहा था कि रैक्स को माडर्न बना दिया है, इसको मद्द नजर रखते हुए क्या आप इसको चेंज करेंगे,

मेरा आखिरी प्वाइन्ट यह है कि वर्क-शाप्स में गाड़ियां बहुत देर खड़ी रहती हैं इसलिए क्या आप गाड़ियों में मोबाइलक्रू रखेगें, यानी उसी ट्रेन के साथ मैकेनिक और एलेक्ट्रीशियन भी लगा देंगे ताकि अननेसरी समय बेकार न जाए ?

क्या इन तरीकों को अख्तियार करके कोचज यूज करने की कोशिश करेगें ।

SHRI C. K. JAFFER SHARIEF: Sir, I think the hon. Member should know that whenever some important long distance trains go, normally the maintenance people also go along with the train.

SHRI SURAJ BHAN: Not always.

SHRI C. K. JAFFER SHARIEF: Please bear with me. A mechanic will be there, and an electrician will be there, for some long distance passenger trains and there are people who go along with the train, who look to the immediate smaller problems that may arise.

So far as the frequency and other things are concerned, there are various aspects involved in this. There is question of operation feasibility. We have limited line capacity which the entire House knows well. With this line capacity we have to move the goods traffic, the coal to the power house, the foodgrains from North to the South, the petroleum products and other commodities from agriculture and industrial sector plus the passenger traffic. We have to take care of the increasing passenger traffic as has been pointed out by the hon. Member. We have come to the new concept of double-heading the trains which we have introduced in many sectors. This is one of the other methods to feed the growing requirement of the passenger traffic. In addition to that, I think the Member failed to understand, there are two aspects. (1) Primary maintenance and (2) secondary maintenance. The primary maintenance is the responsibility of the Railways from where the train originates and the secondary maintenance where is terminates. The two maintenances, at both the ends require sometime for attention. Unless the coaches are kept in order, the Railways cannot take the risk to run the train. Taking the operation, maintenance and overall situation in view we have been doing our best to meet the passenger requirements.

Long distance classless trains

*353. PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in the financial year 1977-78, the Government had announced that all long distance trains would be classless and comfortable trains providing near I class facilities in II class fares would be introduced;

(b) if so, how many such classless superfast trains were introduced; and

(c) whether the same policy regarding long distance classless trains will be followed in the future?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) Five pairs of classless long distance trains were introduced from 1978-79 onwards.

(c) Generally the policy to introduce more long distance classless trains will be followed.

PROF. MADHU DANDAVATE: In reply to part (c) of the question the hon. Minister said:

> "Generally the policy to introduce more long distance classless trains will be followed."

The person who has devised this word 'generally' is a very ingenious person. If nothing is done for all practical purposes....

MR. SPEAKER: You have to find out the source.

PROF. MADHU DANDAVATE: The Minister is always the source.

> "This 'generally' the policy to introduce more long distance classless trains will be followed."

is really not a correct statement. In the context of the original question I would like to ask two questions. Is it not a fact that the long distance classless train concept was introduced in order to ensure that over-crowding specially on the long distance trains can be avoided? In that context I would like to know from the hon. Minister in a particular class train having first and second class and also having coupe, when that system is dispensed with and classless train is introduced, in the presence of first class and also coupes, what is the capacity of the train? When it is made completely classless, classless in the sense it is near first class facilities and second class fare, when such a conversion is made, what is the total increase in the capacity that is effected by converting the train into classless train? Here incidentally I may tell you—one foreigner when he came to our country, he said that you need family planning because there are too many passengers travelling by the train. I jocoularly told him the difference between family planning and the railway travel. In family planning we have ceiling on men. In our railway there are men on the ceiling. That is the distinction between the two. In order to remove all such difficulties...

SHRI SONTOSH MOHAN DEV: That was in 1977 when you were the Railway Minister. (*Interruptions*)

PROF. MADHU DANDAVATE: We introduced this. Number six is also not correct. It may be more than five. In view of this particular fact—there is overcrowding—will you tell us when a class train is converted into classless train, how much is the augmentation of the capacity in such a classless train?

SHRI MALLIKARJUN: The concept of introduction of classless train was evolved in 1948 when such a train was introduced with third class. In 1972-73 this was again reviewed and classless train was introduced.

PROF. MADHU DANDAVATE: Which are the trains?

SHRI MALLIKARJUN: I have the list of it. At the moment, we have 29 such trains in total.

So far as the hon. Member's conception of the augmentation of the carrying capacity of the detachment of the first class or the other classes is made is concerned, you see, generally the train is formed with about 17 coaches. Out of these 17 coaches, even today we have got about 10 second class coaches—2 SLR—and the remaining is 5 coaches. In that. Pantry car will be there. If that has been taken out, there are 4 coaches. Out of this, there will be one or two first class coaches, some second class sleeper A/C. like that will be there. This is the concept. So, I will tell you what is the augmentation of the carrying capacity. Each second class coach carries about 70 persons. First class coach carries about 40 passengers. As a consequence of detachment of the two first-class coaches and making them second-class coaches. there will be an additional capacity

of 60 passengers. So far as the A/C. second-class coach is concerned, it has also little higher than that.

In order to meet the overcrowding, recently what we have done is, we are attaching two unreserved coaches also in the composition of the train. And in this way, we are meeting the requirements of the passengers. But, however, to introduce only classless trains hereafter, it has been informed in this august House by the hon. the then Railway Minister in his Budget speech:

> "With my irrevocable commitment to the Gandhian and Socialist values, whenever the question of priority comes up, in preference to the claims of the affluent classes, needs and requirements of the poorer masses will always get precedence..."

So, keeping this in view and to meet the needs of the poorer masses, we are augmenting this.

PROF. MADHU DANDAVATE: I am thankful to the hon. Minister for re-reading for myself, my own speech. But since I had drafted my own speech, I remember the words very well.

MR. SPEAKER: It is for others.

PROF. MADHU DANDAVATE: Sir, I deliberately asked the first question and I am glad the hon. Minister has quantified his answer by giving the difference between the capacity of the first-class coach and the second-class coach. Incidentally, I will correct only one aspect. You have referred to some earlier experiments of classless trains. But that was classless trains and useless train because they were not the type of classless trains which we introduced where the first-class facilities with second-class fare will be there. Right from the first compartment to the last compartment, all will have padded cushions, back-rest, stainless steel water-reservoirs, lending libraries and all that. That concept is different. Leave out that.

He has already given the augmentation of the capacity as a result of the conversion of the first-class and other class coaches into classless train. On the basis of the statistics which he has given, I would like to know from the hon. Minister, if you take this augmentation capacity into account—even on the basis of your answer—is it not a fact that on every trip of the train like Geetanjali Express, Minar Express or Konarak Express, Himagiri Express and for that matter any classless comfortable train, there will be augmentation of income for the Railways and at the same time comfort for the common people? Combining these two together will be to provide comfort to the passengers and also to get more revenue for the Railways. Will you not go in for further increase in the classless comfortable trains? Is it not a fact that you have said, generally it has been the policy? Will you just quote to me... (*Interruptions*). Please take your seat for a moment. Sorry, Sir, you have to tell him!

MR. SPEAKER: It is between the ex-Minister and the present Minister.

PROF. MADHU DANDAVATE: Will you just quote to me since the last Government actually went out of power and the new Government came in 1980, from the time onwards, as you say generally the same policy will be continued, how many more classless comfortable trains have been introduced. What about the economics to which I made a reference?

MR. SPEAKER: Whether "generally" could be dispensed with.

SHRI MALLIKARJUN: So far as the economics in regard to the revenue of the Railways as a result of introducing classless trains is concerned, that the revenue will be increased, we are all aware the First Class fare will be higher than the Second Class fare...

PROF. MADHU DANDAVATE: The capacity will be less.

SHRI MALLIKARJUN: I have already said that it will be less. But, at the same time, I would say that this is a society and, in society, there are cross-sections of people living. We are interested in the poor masses. At the same time, it does not mean that the cross-sections of society should be ignored. So far as the increased earnings are concerned, there is nothing in it. So far as the introduction of classless trains is concerned, the vital point on which the hon. Member would like to elicit information...

PROF. MADHU DANDAVATE: Is it that they do not get any revenue through classless trains?

SHRI MALLIKARJUN: I am not saying that. What I am saying is, supposing you have two First Class coaches in a train, the First Class fare is going to be higher than the Second Class fare....

PROF. MADHU DANDAVATE: I mean, the whole train.

SHRI MALLIKARJUN: In the whole train also, we have got 10 coaches of Second Class. What I am trying to impress upon the hon. Professor is that it is a matter of only two coaches. That is how the revenue earning will be balanced.

So far as the question of introduction of classless trains is concerned, as to how many such classless trains have been introduced after the new Government has come, the new Government had to face a variety of things soon after taking over. The Government has been concentrating on matters in various directions and they have also been saying that the policy will be generally followed. It will be kept in view and, in future, definitely it will be adhered to.

PROF. MADHU DANDAVATE: The fact is that not a single classless comfortable train has been introduced. That reply he is hesitating to give.

SHRI SATYASADHAN CHAKRABORTY: There should be a discussion on this point. I am going to prove that the amenities that the First Class passengers enjoy are at the cost of the Second Class passengers.

SHRI KRISHNA CHANDRA HALDER: The hon. Minister has stated that they are pursuing the general policy of introduction of classless comfortable long-distance trains. I would like to know how many such trains they are going to introduce during the Sixth Plan period.

MR. SPEAKER: He has answered that.

Conference of Social Welfare Ministers and Secretaries of States

*356. SHRI A. NEELALOHITHADASAN NADAR:
SHRI RAMAVATAR SHASTRI:

Will the Minister of SOCIAL WELFARE be pleased to lay a statement showing:

(a) the decisions taken at the recent conference of the Social Welfare Ministers and Secretaries of States; and

(b) the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) A statement containing the main conclusions/Recommendations of the Conference of Social Welfare Ministers and Secretaries held on 8 October, 1982 is laid on the Table of the Sabha.

(b) The conclusions/Recommendations have been forwarded to all State Governments/U.T. Administrations for implementation.

Statement

The important recommendations of the Conference of Social Welfare Ministers and Secretaries held on 8th October 1982 are as follows:

1. Since the Integrated Child Development Scheme and other Social Development Schemes like drinking water supply, family planning, health and education, have been included in the 20-Point Programme of the Government, proper coordination in these programmes should be established in order to maximise their impact.

2. Atleast one per cent of the public sector outlays should be allocated for Social Welfare.

3. All Directorates of Social Welfare should create Planning Monitoring and Evaluation Cells. The function of the Cell would be to monitor the implementation of the various schemes, evaluate their performance and also to prepare new innovative schemes.

4. States which do not have a separate Directorate of Social Welfare should set up these as soon as possible.

5. There should be zonal committees consisting of representatives from Centre and State Governments to review the social welfare programmes.

6. All efforts should be made to achieve targets of establishing 1,000 ICDS projects during the 6th Plan.

7. Other social welfare programmes mainly health services, safe drinking water supply, education, etc. should be adequately implemented in all ICDS projects, so that the basic services essential for children and mothers are available to them in an integrated manner.

8. Adequate provision should be made in the State budgets for ICDS programmes.

9. Voluntary organisations, State Social Welfare Advisory Boards, Women Development Corporations, etc. should be involved in the implementation of ICDS programme.

10. Honorarium for Anganwadi Workers should be increased.

11. Accommodation should be provided to the field level functionaries of the programme.

12. In the State Sector ICDS projects, efforts should be made to provide functional literacy for adult women.

13. The Vocational Training Inputs for children in need of care and protection should be strengthened and non-institutional services under the scheme should be specifically promoted.

14. More creches should be opened for children of working women in unorganised sector in both urban and rural areas.

15. Vocational training facilities for women should be extended to all parts of the States.

16. Social legislations like Dowry Prohibition Act, Child Marriage Restraint (Amendment) Act, Equal Remuneration Act etc. should be effectively enforced by the State and proper machinery should be set up for their implementation.

17. Family Courts/Counselling Units should be set up to settle intra-family disputes.

18. Working Women's Hostels should be constructed in larger number in all the cities and towns.

19. Early detection, treatment, education, training and economic rehabilitation of the physically handicapped should be organised in all districts.

20. All States should make reservations for physically handicapped in services and should closely monitor its implementation.

21. Self-employment among the handicapped should be encouraged through providing them loans, subsidies, technical guidance, marketing facilities, etc.

22. The funds provided for the physically handicapped should be fully utilised by the States.

23. The revised strategy for eradiction of leprosy involving an integrated approach to the curative and rehabilitative aspects should be encouraged.

24. Old Age Pension should be given to all those persons who are without any means of subsistence at the rate of Rs. 60 per month. There should be age relaxation in the case of widows and severely disabled persons.

25. All State Boards should be registered as subsidiary companies of the Central Social Welfare Board. All States should provide pensionary benefits and death-cum-retirement gratuity benefits to the employees of the State Social Welfare Advisory Boards.

26. Programmes for prevention and control of beggary should be strengthened both through legal and welfare measures. The Children Act should be vigorously implemented and should be extended to all the districts.

27. The expenditure for control of beggary and rehabilitation of children coming in conflict with the law should be shared between the Central and State Government.

28. Voluntary organisations have a very important role to play in the implementation of the social welfare programmes and they should be encouraged.

29. Research projects, compilation of statistics, evaluation of studies, etc. should be undertaken to evolve realistic plans and for better implementation of the programmes.

SHRI A. NEELALOHITHADASAN NADAR: Sir, I have read the answer given by the hon. Minister. That means the Central Government is trying to clear its hands off the recommendations. Some 29 recommendations have been listed here. I want certain clarifications in regard to some of these recommendations. One of the recommendations is:

"At least one per cent of the public sector outlays should be allocated for Social Welfare."

May I know what is the percentage of the Central Government outlay that is being allocated for Social Welfare?

Another recommendation is:

"States which do not have a separate Directorate of Social Welfare should set up these as soon as possible."

Which are the States which are having the Directorate of Social Welfare at present?

Which are the States which are not having the Directorate of Social Welfare?

It is recommended that the honorarium for Anganwadi workers should be increased. The cost of living differs from State to State according to various standards. Therefore, I would like to know whether the Central Government intends to have the increase in all the States alike or is there any difference in increase and what is the share the Government of India is going to give for this increase of honorarium to Anganwadi workers.

SHRI P. K. THUNGON: About the charge made by Mr. Nadar that the Central Government is going to hand over the responsibility to implement all the recommendations to the State Governments only and not taking over the responsibility, I would like to say that many of these schemes are implemented by the State Governments and naturally the Implementing Authorities have to take care of these recommendations. Whatever care is required to be taken by the Central Government to implement the recommendations is being taken by the Central Government.

As regards the allocation of funds, I would like to inform that that the present allocation to Social Welfare is below 1 per cent and to be exact, the percentage is 0.31 per cent.

As regards honorarium in different States, I would like to say that the recommendations were very clear that the honorarium which is paid at the moment is not sufficient for Anganwadi workers and, therefore, some enhancement should be made. That is the recommendation.

SHRI A. NEELALOHITHADASAN NADAR: The Hon. Minister has said that this is being carried out by the States and that it is a State subject. I have read a statement of the Chairman of the Central Social Welfare Board sometime in April that the Central Social Welfare Board would try to see that 'Social Welfare' should be treated as a Concurrent subject and included in the Concurrent List.

I would like to know whether anything of that sort has been discussed in the Conference of the Social Welfare Ministers and, if so, the result thereof.

It is recommended that all States should make reservation for physically handicapped people by the that this recommendation should be closely monitored and implemented.

Which are the States which are having this reservation for physically handicapped people at present?

Which are the States which have not implemented this recommendation?

What action the Government of India is going to take so see that this is implemented in all the States?

SHRI P. K. THUNGON: As regards the reservations made for the physically handicapped in Services and States, I need a separate notice. Then only I would be able to give a difinite reply because the Hon. Member wants to know the details for the respective States.

SHRI RAMAVATAR SHASTRI: The notice is there.

SHRI P. K. THUNGON: As regards bringing 'Social Welfare' into the Concurrent List, I have to say that there was no such recommendation at the Ministers' Conference.

SHRI A. NEELALOHITHADASAN NADAR: The Hon. Minister did not say anything regarding reservation for handicapped people in the States. He has come without details.

SHRI P. K. THUNGON: As far as the reservations made by the Central Government is concerned, the details are already there. I am saying that I do not have the reports with me of the reservations made by the States. Therefore, it would be wrong on my part to give false answers.

Please give a separate notice.

श्री रामावतार शास्त्री : यह सवाल बहुत महत्वपूर्ण है । समाज कल्याण मंत्रियों ने अपने सम्मेलन में 29 सूत्री सिफारिश की है । ये सिफारिश नई नहीं है । ये पुरानी सिफारिशें हैं । मैं जानना चाहता हूं कि इन सिफारिशों की क्रियान्विति, इनको अमल में लाने की स्थिति क्या है ।

(ख) भाग अगर आप अनुमति दे तो...

अध्यक्ष महोदय : आपके लिए रियायत कर देते हैं ।

श्री रामावतार शास्त्री : धन्यवाद । इस में एक नुक्ता 16 है, प्वाइंट 16 है, बिन्दु 16 है । इसमें कहा गया है "राज्य द्वारा दहेज निषेध अधिनियम, बाल विवाह रोक अधिनियम (संशोधन), अधिनियम समान पारिश्रमिक अधिनियम आदि जैसे सामाजिक विधानों को प्रभावी रुप से

लागू किया जाए और उनके कार्यान्वयन के लिए उपयुक्त मशीनरी स्थापित की जाए''...

अध्यक्ष महोदय : मशीनरी कहां से बीच में आ गई ।

श्री रामावतार शास्त्री : इस में यही लिखा हुआ है । हिन्दी वाले हम लोगों ने उसको हिन्दी में ले लिया है, हज्म कर लिया है । यह ताकत हम लोगों में है ।

ये सब पुराने कानून हैं । इन पर अमल किस तरह से राज्य सरकारें कर रही हैं, इसका आपने कुछ जायजा लिया है तो हमें बताएं ।

दूसरे में पढ़ कर सुनाना चाहता हूं...

अध्यक्ष महोदय : बहुत हो गया ।

श्री रामावतार शास्त्री : आपने दूसरे की इजाजत दी थी ।

नुक्ता नम्बर 24, प्वाइंट नम्बर 24...

अध्यक्ष महोदय : बिन्दु कहिए ।

श्री रामावतार शास्त्री : बिन्दु, नुक्ता प्वाइंट एक ही चीज है ।

प्रो० मधु दंडवते : बिन्दु कहेंगे तो They may feel that it is a name of a girl.

श्री रामावतार शास्त्री : बिन्दु 24। ''वृद्धावस्था पेंशन. उन सभी लोगों को 60 रु० प्रतिमास के हिसाब से दी जाए जिनके पास जीवन निर्वाह का कोई साधन नहीं है । विधवाओं और गम्भीर रुप से विकलांग व्यक्तियों के मामले में आयु में छूट दी जाए ।''

मैं जानना चाहता हूं कि अब तक कितनी राज्य सरकारों ने वृद्धावस्था पेंशन योजना चालू की है और वे लोग कितनी राशि ऐसे लोगों को दे रहे हैं ? साफ साफ इन सबका जवाब बताइये ।

अध्यक्ष महोदय : आपने आज जो धाराप्रवाह हिन्दी प्रवाहित की है इसका प्रत्युत्तर देने के लिए आज यदि तिवारी जी होते तो सुन्दर रहता ।

श्री पी० के० थुंगन : डाउरी सिस्टम और चाइल्ड मैरेज एक्ट को स्टेट्स इम्प्लीमेंट कर रही है । जिस तरह से वे इम्प्लीमेंट कर रही है उसको सफीशेंट नहीं समझा जा रहा है । इसलिए यह रिकोमेंडेशन सोशल वैलफेयर मिनिस्टरों ने दी है, इसको रीइट्रेट किया है और कहा है कि मशीनरी को और मजबूत किया जाए ताकि इस प्रकार की जो सामाजिक बुराइयां हैं, उनको दूर किया जा सके ।

श्री रामावतर शास्त्री : उल्लंघन के सिलसिले में कितने लोगों के खिलाफ एक्शन लिया गया है ?

SHRI RAMAVATAR SHASTRI: Have you taken action against those who are breaking these laws?

SHRI P. K. THUNGON: As I have stated, we have already sent these recommendations to the respective State Governments and we have advised them to implement these recommendations.

About old age pension, many states ...

SHRI RAMAVATAR SHASTRI: How many?

SHRI P. K. THUNGON: That, I do not have at the moment because I was concerned only with the recommendations; I do not want to give him a wrong figure. Many States are implemening it. So far as the amount is concerned, in some States it is less than Rs. 60/- and in some States it is more than Rs. 60/-.

SHRI RAMAVATAR SHASTRI: No; it is less; Bihar is giving only Rs. 30/-.

SHRI P. K. THUNGON: As I have said, in some States it is less than Rs. 60/- and insome States it is more than Rs. 60/-.

SHRI RAMAVATAR SHASTRI: Which are those States?

SHRI P. K. THUNGON: I have already replied about that.

SHRI RAMAVATAR SHASTRI: It is misleading.

अध्यक्ष महोदय : अब आप विवाहित के प्रश्न पर बोलेंगे ?

डा० सुब्रह्मण्यम स्वामी : दूसरा मजेदार पूछने वाला हूं ।

Sir, I have read the rape 29 points which are exhaustive but it misses out one of the most important social welfare programmes which his Ministry and he are directly responsible for and which is there in the Directive Principles of the Constitution—and that is prohibition. That is missing from this list of 29 points. Does this mean that the Government has decided to give up seeking to implement prohibition? I would like him to make clear the Government's position on this important social welfare programme.

PROF. MADHU DANDAVATE: He will drink to the health of prohibition:

SHRI P. K. THUNGON: Regarding prohibition, though nothing has been mentioned here...

DR. SUBRAMANIAM SWAMY: Why?

SHRI P. K. THUNGON: ... I can assure the hon. Member that the Government is equally awere of the importance of this programme ...

DR. SUBRAMANIAM SWAMY: Sir, what is the meaning of 'equally aware'? It is not there in the 29 points. It does mean that it does not get priority. Do you drink yourself?

MR. SPEAKER: Next question—Shri Ramjibhai Mavani ... Then Shri Amar Roypradhan.

SHRI AMAR ROYPRADHAN: Question No. 358 ...

MR. SPEAKER: Question No. 358 —Railways.

Railway Line from Assam to Meghalaya Border

*358. SHRI AMAR ROYPRADPHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken any decision to construct a new railway line from Assam to Meghalaya border;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Perhaps the Hon'ble Member is referring to the construction of Gauhati—Bordua—Burnihat new BG railway line. Meghalaya State Government's proposal to terminate this rail link at Bordua

(a place near Assam—Meghalaya border), instead of at Burnihat, is currently under active consideration. It is expected that a decision will be taken shortly.

SHRI AMAR ROYPRADHAN: You will agree with me that this region, that is the North Eastern Region, is most backward ...

MR. SPEAKER: I only disagree with you during the Zero Hour; otherwise, I always agree.

SHRI AMAR ROYPRADHAN: And it is also most backward in the matter of railway lines and also railway administration...

AN HON. MEMBER: We have no railway line.

SHRI AMAR ROYPRADHAN: This is a simple and evasive reply that 'it is under active consideration.' Sir, I have got three replies—one in 1980, one in 1981 and one in 1982. The latest one, that is, the 1982 reply is dated 15th July 1982. In every reply the hon. Minister said that it is under active consideration. I do not know how long this active consideration will go and whether it will end in the 19th century or the 20th century or the 21st century. Certainly, the hon. Minister can say that there is some difference between his previous reply and this reply. And this is that previously there was a proposal to construct a railway line from Gauhati to Burnihat—a BG railway link of 28.21 km. Now it has been changed and it is now from Gauhati to Bordua.

So I would like to know from the hon. Minister why it has been curtailed from Gauhati to Burnihat to Gauhati to Bordua and why the proposal of the North Eastern Council, that is, let there be a railway line from Gauhati to Burnihat has not been accepted.

SHRI MALLIKARJUN: Sir, 'active consideration' means to reactivate the consideration.

Sir, in this case, what happened is that the Prime Minister in 1974 took a decision that this North Eastern Region must be developed and the communication system must be developed so much so that development can take place. As a consequence of that, there were six lines which have been approved and the Planning Commission also has given its concurrence and this is one of the lines—Gauhati to Burnihat in Meghalaya connecting Assam area and Meghalaya. This is a 28 km. line which has been approved by the North Eastern Council and the Planning Commission.

But, Sir, the Chief Minister of Meghalaya—I mean to say, the Government of Meghalaya want that this terminal should not be Burnihat but it should be Bordua which is just two k.m. from the Assam Border whereas Burnihat is almost 10 miles from Assam—Meghalaya Border. The State Government has become an obstacle and the State Government, again, even after repeated persuasion, wants that the terminal should be only at Bordua. The reasons have also been given but these were contested by the North-Eastern Council. The North-Eastern Council is firm that this new line must be terminated at Burnihat. So much so, today, we could not make any progress. On the contrary, we made progress in the other five lines in the North-Eastern region. At the moment the matter about the dispute of the terminal at Burnihat has been referred back to the Ministry of Railways whether we should drop this proposal or to go ahead with it. What the Railway Ministry has done is that it has now referred this matter to the Home Minister to the Planning Commission to the Cabinet Secretariat and to the Government of Mtghalaya to give thier final concurrence as to whether we should go ahead with this line or we should drop this proposal.

SHRI AMAR ROYPRADHAN: Sir, the North-Eastern Council's recommendation has been neglected totally. Also the Planning Commission report has also been neglected by the Railway Ministry. However, I would like to know whether a techno-economic survey has been made by the Railways to have a line from Gauhati to Burnihat. If so, what is the estimated cost of this line?

SHRI MALLIKARJUN: A survey has been made and the cost of this line now is about Rs. 14 crores. We have also spent some money about Rs. 70 lakhs has been spent. The survey has been completed.

Therefore, we are prepared to construct this line. Fund is also no problem because we have to pay special attention to this. In this context I would like to mention here that our Prime Minister has taken a special view so far as North-Eastern Region is concerned. By not going tnto the conventional way of allocation of finances, they have taken up this line. Our conventional system is this. Unless it is remunerative we do not go in for the line. Here. whether it is remunerative or unremunerative, because of development of the backward region of North-Eastern Region, this has been taken up and the lines have been cleared. This is the position.

SHRI SONTOSH MOHAN DEV: The peculiarity is that one State is given the line. They are not taking it up. In the States of Tripura and Mizoram, my constituency—Gauhati—is connected by three hill sections with practically 36 tunnels and, at our request, in the Railway Budget, it was announced that the techno-economic survey for a broadgage line from Jaggi Road to Badarpur would be made. May I know from the hon. Minister what is the present position and whether this is also under the active consideration of Government?

SHRI MALLIKARJUN: Though this does not concern this question, since the hon. Member desires to elicit some information there is a proposal to have a survey from Jaggi Road to Badarpur. The survey is now under progress. The railways have entrusted this work to RITES.

Vocational Education

*359. SHRMATI JAYANTI PATNAIK: Will the Minister of EDUCATION AND CULTURE be pleased to lay a statement showing:

(a) the year of introduction of the scheme by Government to vocationalise education;

(b) the names of States where such a scheme has been launched; and

(c) the details of programme undertaken in different States under the above scheme?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c). A statement is laid on the Table of the Sabha.

Statement

The importance of vocationalisation of school education has been emphasised since long. But it is being advocated on a national scale as a part of the 10+2 system only since 1975.

The following States and Union Territories have so far introduced vocational courses at the 2 stage (The year of introduction of these courses is given in parenthesis).

Andhra Pradesh (1979), Gujarat (1977), Karnataka (1977), Maharashtra (1978), Tamil Nadu (1978). West Bengal (1976), A & N Islands (1980). Dadra & Nagar Haveli (1978), Delhi (1977), Goa, Daman & Diu (1981) and Pondicherry (1978).

Keeping in view the socio-economic needs of the area, the States/

Union Territories have identified various vocational courses in different fields for introduction at the +2 state.

SHRIMATI JAYANTI PATNAIK: Sir, one of the main objectives of the introduction of the plus 2 system of education is to provide vocational education in the plus 2 stage to at least fifty per cent of the students after this stage, so as to ensure employment/self employment after this stage.

We know that many of the States do not have this system. Also in the statement it has been mentioned that in some States this has already been introduced some years back. But, wherever there is this system, may I ask from the hon. Minister whether a large number of students, that is, fifty per cent of the students, are attracted to this system. If so, what is the trend in getting self-employment and what is the prospect of vocational education for the girls?

Mr. SPEAKER: Why don't you ask also regarding the dual system of education and this disparity and whether the Government is going to streamline it or not?

SHRI P. K. THUNGON: Sir, the question of vocationalisation of education has been occupying the mind of the people for a long time but from 1975 onwards a national decision was taken that vocationalisation of education should be implemented. In this regard again the implementation aspect goes to the State Government. What the Central Government can do is to give them guidelines and assistance wherever it is required. Accordingly, Central Government has given financial assistance also to respective State Governments. So far in 11 States and Union territories the system of vocationalisation has been introduced and the Central Government has advanced assistance to 16 States so far. Some of them are conducting and some of them have completed conducting survey in respective districts. If vocationalisation at State level and district level is to be made purposeful then survey is required to find out at the district level and the local level what kind of jobs or what kind of subjects will be more beneficial for students coming forward to take vocational education. So far about 92,000 students—both men and women—are taking education in this line.

SHRIMATI JAYANTI PATNAIK: Mr. Speaker, Sir, the answer is very vague. Specifically I wanted to know whether any assessment has been made in this regard. I did not get the answer. Is the Government aware of the fact that students after passing from the plus 2 system of vocational education either have to compete for jobs along with the candidates coming from ITIs and Polytechnics who are better technically equipped or for seats in institutions for higher studies? Does the Government contemplate any Plan to make up this gap and what is the reaction of the Government to this and what action is going to be taken?

SHRI P. K. THUNGON: Sir, the hon. Member has stated that the answer is vague but as the question is worded in such a way that I had to reply in so many words. So far as this question is concerned it refers to the higher technical education. Naturally competition is there and it is for that reason that vocationalisation has been thought of and many States have implemented it. Sir, I will request the hon. Member to use her influence in Orissa also so that they may implement it.

श्रीमती प्रमिला दंडवते : देश में महिलाओं में बेरोजगारी का कारण ख सकर उनके लिए वोकेशनल ट्रेनिंग का अभाव रहा है । मैं मिनिस्टर साहब से पूछना चाहती हूं कि सिक्स्थ फ़ाइव ईयर प्लान के पहले फ़ेज में महिलाओं के लिए वोकेशनल ट्रेनिंग की कितनी नई सुविधा उपलब्ध की गई है और कितने परसेंट महिलाएं इसका लाभ उठा रही है ।

श्री पी० के० थुंगन : महिलाओं और पुरुषों का अलग-अलग परसेंट मेरे पास नहीं है। या तो आनरेबल मेम्बर इसके लिए सैपेरेट नोटिस दें, या बाद में मुझसे ले लें।

श्री राजेन्द्र प्रसाद यादव : अध्यक्ष महोदय, देश को आजाद हुए करीब 35 वर्ष हो गए और बराबर यह कहा जा रहा है कि शिक्षा में आमूल चूल परिवर्तन सरकार करने जा रही है, लेकिन जो भी सरकार आई आज तक कोई आमूल परिवर्तन शिक्षा में नहीं कर पायी। इस शिक्षा प्रणाली के कारण आज देश में विभिन्न तरह के लोग पैदा होते हैं। एक आदमी जो पब्लिक स्कूल में पढ़ कर निकलता है, एक सेंट्रल [स्कूल में पढ़ता है...

अध्यक्ष महोदय : तो समानता लाइए।

श्री राजेन्द्र प्रसाद यादव : यही तो मैं चाहता हूं कि समानता लाने के लिए सरकार कुछ करना चाहती है या नहीं और दूसरी बात क्या सरकार को इस बात की जानकारी है कि हमारे स्कूलों और कालेजों से जो छात्र निकलते हैं वह बेरोजगारों की बहुत बड़ी फौज निकल रही है जो खतरे का कारण हो सकती है। उस खतरे को सरकार जानती है या नहीं ? अगर इसी तरह यह खतरा बढ़ता गया तो यह देश के लिये और सरकार के लिए बहुत खतरनाक हो सकता है। तो इन दो बिन्दुओं पर सरकार क्या करना चाहती है और सरकार की क्या नीति है यह मंत्री जी बताएं।

श्री पी० के० थुंगन : शिक्षा प्रणाली में कोई चेंज नहीं आया है इस आरोप का मैं खण्डन करना चाहता हूं...

अध्यक्ष महोदय : एक बात का आप उत्तर दें कि समानता लाएंगे या नहीं ?

श्री पी० के० थुंगन : समानता का जो सवाल है वह सिलेबस के अंदर चेंज कर के किया जा सकता है और सिलेबस के द्वारा ही बराबर समान शिक्षा देने के लिए कोशिश गवर्नमेंट की हो रही है। इस क्षेत्र में एन०सी०ई०आर०टी० बहुत अच्छा काम कर रही है और जो सिलेबस है, जो मोडेल्स हैं उस पर काम कर रही है।

अनएम्पलायमेंट के लिए माननीय सदस्य ने पुछा है, तो उसी के लिए तो वह वोकेशनलाइजेशन आफ एजुकेशन इंट्रोड्यूस किया है और उस की कोशिश कर रहे हैं। उसी के लिए मैंने स्टेटमेंट में कहा है।

SHRI A. E. T. BARROW: Has the Ministry examined the effect of the Apprentices Act on the employment of products coming from our vocational schools and technical institutes because they are not allowed to enter in this field, because your conditions are such?

SHRI P. K. THUNGON: We will consider it.

श्री हरीश कुमार गंगवार : जो समानता की बात कही गई है, समानता के लिए आज सब से पहले आवश्यक है कि कान्वेन्ट स्कूलों को समाप्त किया जाये और एक सी शिक्षा व्यवस्था सब जगह की जाय। आज एक बच्चा तो फट्टा ले कर घर से पढ़ने जाता है, उस के पास न कपड़े होते हैं न किताबें होती हैं और मास्टर जी प्राइमरी स्कूलों में पढ़ाते नहीं और एक बच्चा कान्वेन्ट स्कूल में हजार दो हजार रुपये महीना खर्च कर के शिक्षा पाता है। वह आई० ए० एस० बनता है और दूसरा चपरासी भी

नहीं बन पाती है। इस प्रकार की असमानता को दूर करने के लिए क्या मंत्री जी सब स्कूलों को कान्वेन्ट बनाएंगे अथवा कान्वेन्ट स्कूलों को समाप्त कर के एक सी शिक्षा व्यवस्था लागू करेंगे ?

SHRI P. K. THUNGON: I have already replied to it. So far as the future is concerned, we are trying to build equality through the syllabi. And, in this regard, institutions like the NCERT are very actively engaged and they are moulding various syllabi from time to time.

WRITTEN ANSWERS TO QUESTIONS

फर्रुखाबाद और दिल्ली के बीच सीधी एक्सप्रेस रेलगाड़ी

*354. श्री बचा राम शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत छः महीनों के दौरान उत्तर प्रदेश के फर्रुखाबाद और दिल्ली के बीच माल यातायात और सवारी यातायात में काफी वृद्धि हुई है; और

(ख) यदि हां, तो क्या सरकार अपने पूर्व निर्णय पर पुनः विचार करेगी तथा फर्रुखाबाद और दिल्ली के बीच एक सीधी एक्सप्रेस रेलगाड़ी चलाएगी ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) विगत एक वर्ष में फर्रुखाबाद से दिल्ली तक रेल द्वारा माल यातायात की कोई बुकिंग नहीं हुई है। विगत छः महीनों में फर्रुखाबाद से दिल्ली तक यात्री यातायात में भी कोई विशेष वृद्धि नहीं हुई है।

(ख) मार्गवर्ती लाइन क्षमता की कठिन स्थिति, दिल्ली में टर्मिनल सुविधाओं के अभाव और कोचिंग स्टाक की कमी के कारण दिल्ली और फर्रुखाबाद के बीच एक अतिरिक्त गाड़ी चलाना फिलहाल, परिचालनिक दृष्टि से व्यावहारिक नहीं है। फर्रुखाबाद से दिल्ली तक आने जाने वाले यात्रियों की संख्या की दृष्टि से भी इन स्टेशनों के बीच एक सीधी एक्सप्रेस गाड़ी चलाना औचित्यपूर्ण नहीं है।

अपूर्ण रेल-परियोजनाएं

*355. श्री मूल चन्द डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे की अनेक परियोजनायें, जिनका शिलान्यास 10 वर्ष पहले किया गया था, अब भी अपूर्ण है; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) और (ख) जी नहीं। किन्तु आमान परिवर्तन की 2 प्रमुख रेल परियोजनाएं ऐसी है जिनकी आधारशिला 1972 में रखी गयी थी और जो संसाधनों की तंगी अर्थात् श्रम तथा रेलपथ सामग्री की कमी के कारण अभी तक पूरी नहीं की जा सकी और यातायात के लिए नहीं खोली जा सकी हैं।

Non-achievement of targets of family welfare programme by some states

*357. SHRI RAMJIBHAI MAVANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what are the reasons for not fulfilling the targets of family welfare programmes by some States; and

(b) whether any new strategy is to be adopted in respect of such States for future?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b) There has been a significant improvement in the performance under the family welfare programme since 1980. Most of the States have exceeded or reached the targets for 1981-82. Only a few States lagged behind and even these States have shown encouraging trends in recent months. Special attention is however being paid to such States and an area specific approach is being followed.

Navigational draught of Haldia and Calcutta ports

*360. SHRI NIREN GHOSH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) has navigational draught of Haldia and Calcutta ports deteriorated over the years;

(b) if so, why dredging could not increase the draught;

(c) have any special steps been taken to rectify the situation; and

(d) if so, what are they?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) and (b) Draughts in the approach channel to Calcutta Port have been improved due to dredging combined with river training works. The improvement has, however, not been significant over Balari Bar, which is the governing bar for the Calcutta Port.

With regard to the approach channel to Haldia Port, dredging has not resulted in achieving the required depths on account of faster reshoaling.

(c) and (d) A comprehensive scheme for improvement of draught in the navigational channel leading to the Ports of Calcutta and Haldia has been sanctioned recently at an estimated cost of Rs. 40.50 crores. With the implementation of this scheme, the draughts at Calcutta and Haldia are expected to improve.

Consultations between developed and developing countries about economic crisis

*361. SHRI BHIKU RAM JAIN:
SHRI NITYANANDA MISRA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that consultations were held between the representatives of developed and developing countries about the need for raising discussion during the current session of the UN General Assembly on the existing economic crisis, recession, depression and its possible threat to world peace; and

(b) if so, the outcome thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b) No formal consultations or structured discussions have been held between developed and developing countries during the current session of the UN General Assembly concerning the international economic crisis. However, informal consultations are being initiated between the developed and developing countries for finding a way for the early launching of Global Negotiations for international economic cooperation and development.

During the general debate in the current (Thirty seventh) session of the General Assembly an overwhelming number of speakers have drawn attention to the global economic crisis and called for urgent measures to deal with that crisis. Also the G-77 Ministers in their declaration adopted during their 6th annual meeting, held during the General Assembly, made an appraisal of the economic situation of developing countries and the negative impact of the world crisis on their development process. The current session of the UNGA is expected to conclude its work in late December and it remains to be seen what action the General Assembly would be able to take in this regard.

Setting up of national blood banking and transfusion service

*362. SHRI NARAYAN CHOUBEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Government have been considering for a long time a proposal to set up a National Blood Banking and Transfusion Service; and

(b) if so, the present position of the proposal?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b) At its meeting held in August, 1982, the Central Council for Health recommended strengthening blood banking/transfusion services including building up the services at State/District level, provision of trained manpower, educating and motivating people about blood donation on voluntary basis, providing adequate encouragement to voluntary donors and enforcement of quality control of blood at all stages. Action has been initiated to implement the recommendation.

दिल्ली तथा सोनपुर के बीच सीधी रेलगाड़ी

*363. श्री कृष्ण प्रताप सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली तथा सोनपुर के बीच कोई सीधी रेलगाड़ी नहीं है जिसके परिणामस्वरूप दिल्ली से सोनपुर जाने वाले यात्रियों को बड़ी असुविधा का सामना करना पड़ता है;

(ख) यदि हां, तो क्या सरकार का विचार दिल्ली से सोनपुर तक कोई सीधी रेलगाड़ी चलाने का है;

(ग) यदि हां, तो यह रेलगाड़ी कब चलाई जाएगी ; और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप-मंत्री (श्री मल्लिकार्जुन) : (क) जी हां।

(ख) से (घ) फिलहाल, दिल्ली और सोनपुर के बीच एक सीधी गाड़ी चलाने का कोई प्रस्ताव नहीं है क्योंकि मार्गवर्ती खंडों पर संतृप्त लाइन क्षमता, कोचिंग स्टाक की कमी तथा सोनपुर और दिल्ली स्टेशनों पर अतिरिक्त टर्मिनल सुविधाओं के उपलब्ध न होने के कारण परिचालनिक दृष्टि से ऐसा करना व्यवहारिक नहीं है ।

गुजरात में ताप बिजली घरों को कोयला वैगनों की सप्लाई

*364. श्री छोटूभाई वसावा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार गुजरात में विभिन्न ताप बिजली घरों को आवश्यकता के अनुसार कोयला वैगन सप्लाई नहीं कर रही है; और

(ख) यदि हां, तो कोयला वैगनों की पूरी सप्लाई सुनिश्चित करने हेतु क्या ठोस कदम उठाए जा रहे हैं और इस सम्बन्ध में ब्यौरा क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) गुजरात के ताप बिजली घरों को उनकी आवश्यकतानुसार कोयले की सप्लाई की जा रही है और उनके पास कोयले का संतोषजनक स्टाक मौजूद है।

(ख) प्रश्न नहीं उठता ।

Suggestions of world bank regarding Nhava-Sheva Port Project

*365. SHRI R. P. GAEKWAD:
SHRIMATI USHA PRAKASH CHOUDHARI:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the World Bank and suggested modifications in the number of container berths and general cargo berths at Nhava Sheva Port;

(b) whether the Bank had also suggested that the port project be executed by international firms;

(c) what are the other suggestions of the Bank for the Nhava-Sheva Project; and

(d) the reaction of the Government thereto and decision taken thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M STEPHEN): (a), (c) and (d). The project is being appraised by an Appraisal Mission of the World Bank, and all important issues are under discussion with this Mission. Final views are yet to be taken.

(b) For projects funded by it, the World Bank follows certain procedures. In the award of contracts, the procedure of international competitive bidding is generally followed.

Unmanned railway crossings

*366. SHRI MOHAN LAL PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are still a large number of railway crossings which are unmanned; and

(b) if so, steps taken by Government for manning such crossings to avoid accidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, Sir. There were 22627 unmanned level crossings on different Railways as on 30-6-82.

(b) Sir, the Railways undertake periodical census of road and rail traffic at all unmanned level crossings and wherever justified level crossings are manned in consultation with the State Governments, who bear initial cost of manning. In the interest of Safety, Railways have also decided to man hazardous level crossing at Railway's cost and the level crossings where buses ply as a regular measure partly at Railways cost and partly at the cost of State Governments on phased programme basis.

Steps to enforce recommendations of Bare and ICRP

*367. SHRI JAGPAL SINGH:
SHRIMATI PRAMILA DANDAVATE:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether lead-lined rubber aprons and gloves are a must for patients who are being X-rayed so that organs other than the one being X-rayed are not unnecessarily exposed to and gonads of technicians and patients are protected properly;

(b) whether protective shields are checked periodically in Government hospitals for any cracks in the lead-lining;

(c) do the technicians and radiographers wear film badges to monitor the percentage of exposure to radiation every month;

(d) are the technicians subjected to regular medical check-up and blood samples tested for anemia;

(e) are the above protections taken care of by the Government hospitals; and

(f) if not, reasons thereof together with details the steps taken to enforce the recommendations of BARC and ICRP?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Lead-lined rubber aprons and gloves are meant only for Radiologists during Special X-ray diagnostic (flouroscopic/screening) work.

Vital organs e. g. Gonads of patients and technicians are shielded with the help of Collimeters, diaphragms|Cones etc. which are fitted in the modern X-ray Units

(b) As a matter of standard practice, the Radiologists of the Government Hospitals check the protective shields before use.

(c) This is monitored regularly by the Bhabha Atomic Research Centre

(d) Technicians are advised to get their blood checked periodically for WBC).

(e) The Bhabha Atomic Research Centre regularly carries out the peronal monitoring of radiation workers including those in Government Hospitals.

(f) Does not arise.

Foreign companies for participating in development work of Nhava Sheva Port

*368. SHRI M. RAMGOPAL REDDY:
SHRIMATI MADHURI SINGH:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that more than 100 foreign companies have evinced interest in participating in the development work of Nhava Sheva port near Bombay; and

(b) if so, what is the decision of Government in the matter?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) A large number of foreign firms have offered to register their names in response to the notice issued calling for interested contractors to register their names.

(b) The Nhava-Sheva Port Trust will take desisions at the appropriate time.

Follow up action of report of sub-committee for radiology department of hispitals

*369. DR. A. U. AZMI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a sub-committee to work out norms of space equipment, work staffing pattern and budget for radiology departments of various hospitals submitted its report last year;

(b) what was the follow up action taken thereon with particular reference ee to rectification of lacunae and to safegua-d the interests of technicians| patients; and

(c) if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c) In pursuance of the recommendations of the Hospital Review Committee a Special Committee was constituted to work out the norms of space equipments etc. of radiological departments of hospitals of different sizes and it has given its Report. Action is in hand to work out the financial implications of these recommendations.

दिल्ली में वायरल ज्वर पर नियंत्रण पाने के लिए औषधियों की कमी

*370. श्री राम अवध : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली में वायरल ज्वर के फैलने के कारण अस्पतालों तथा औषधालयों

में कतिपय विशिष्ट औषधियों की अत्यधिक कमी हो गई है ;

(ख) क्या उन औषधियों के स्थान पर नकली औषधियां बेची जा रही हैं; और

(ग) यदि हां, तो इस संबंध में सरकार द्वारा क्या कार्यवाही की जा रही है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री बी० शंकरानन्द) : (क) विषाणु ज्वर में किसी निवारक अथवा रासायनिक चिकित्सा का कोई प्रभाव नहीं पड़ता है इसका उपचार लाक्षणिक है । सरकारी अस्पतालों और औषधालयों में ऐसे लाक्षणिक उपचार के लिए अपेक्षित औषधियों का पर्याप्त स्टाक है ।

(ख) दिल्ली प्रशासन ने सूचित किया है कि उनके औषधि नियंत्रण विभाग ने लाक्षणिक उपचार मे प्रयोग की जाने वाली विभिन्न निर्माताओं की औषधियों के नमूने विश्लेषण के लिए इकट्ठे किए हैं । अब तक विश्लेषित नमूनों में से किसी भी नमूने के नकली होने की कोई रिपोर्ट नही मिली ।

(ग) यह प्रश्न नहीं उठता ।

Leased properties of Bombay port trust

*371. DR. VASANT KUMAR PANDIT:
SHRI NAWAL KISHORE SHARMA:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that a lessee of the Bombay Port Trust at Cotton Green area has offered his leased godowns and open space to Bombay Port Trust on hire at several times higher rent than he is paying to Bombay Port Trust;

(b) whether the Bombay Port Trust has detected cases of several parties who have taken on lease Bombay Port Trust plots and sold or released the same to construction contractors who have sold the accommodation and are earning manifold higher rents; and

(c) whether the Government would set up an inquiry to look into these types of transactions and take legal action to get back leased properties for "self occupation" rather than rehire the same from their own tenant?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) No Sir. It is not correct that a lessee of Bombay Port Trust has offered his leased godowns and open space to Bombay Port Trust on hire. However, Bombay Port Trust has received an offer of ten BPT godowns on hire at Cotton Depot area from a private party, who are neither the registered tenants nor authorised sub-tenants of Bombay Port Trust land.

(b) A few instences have come to the notice of Bombay Port Trust where the lessees of BPT had entered into or are entering into agreements with various parties for sale on owner. ship basis.

(c) Bombay Port Trust has initiated legal action against such lessees for infringement of lease agreements. However, there are no instance of Bombay Port Trust re-hiring its own lands from their tenants.

Formal training in radiography to radiographers/technicians for screening work

*372. SHRI RAJNATH SONKAR SHASTRI:
SHRI HARISH KUMAR GANGWAR:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that no formal training in radiography is imparted to the radiographers/technicians consequent to which they are

unaware of the risk of exposure to radiation and screening work is taken from them without any protective lead-lined aprons and gloves and the work which should in fact be done by the doctors;

(b) if so, the reasons thereof; and

(c) steps taken to ensure that the screening work is done by the doctors and also to impart proper training to the radiographers and technicians in Government hospitals?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHR B. SHANKARANAND): (a) to (c). Only candidates who possess the Diploma in Radiography are eligible for employment in Government Hospitals. Special X-ray diagnostic (screening|fluoroscopic) work is carried out by Radiologists and not by technicians.

Defaulters licences of Central Railway Land

3848. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 6201 on 2 April, 1982 regarding Central Railway land and state:

(a) whether the licencee as stated in part (a) of the reply is a defaulters of above rupees three lakhs; and

(b) if so, whether the licence of the party was terminated and suitable action for recovery taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Yes.

Appointment as T.G.T. in Delhi Direcorate of Education

3849. PROF. NIRMALA KUMARI SHAKTAWAT: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the candidates who are B.A., B.Ed. with Maths are eligible for appointment to the post of T.G.T. (Maths) in the Directorate of Education, Delhi; and

(b) for which category of posts such candidates whose names are registered with Employment Exchange, New Delhi, since 1976, would be considered?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir. As reported by the Delhi Administration, there is no category of post of T.G.T. (Maths) according to Recruitment Rules for the post of T.G.T.

(b) Any candidate having Mathematics either with the Humanity Group of subjects or with Science Group i.e. Physics and Chemistry, can be considered for appointment in General category or in Science Category, respectively provided his/her name is sponsored by the Employment Exchange.

Deduction of wages of gangmen at Dhanbad

3850. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway authority Dhanbad has recently deducted from the monthly wages of Gangmen (CPC) who attained temporary status long before, the amounts paid as compensation to them for working on six additional holidays in 1979; and

(b) if so, the reasons and justification for such deduction of wages, paid to them, for working on these holidays, when they had already acquired the status of temporary railway employees?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Prior to 1-1-1980 casual labour employed on railways, whether they were on daily wages or had attained temporary status, were entitled to only three National Holidays. Instances had come to notice where due to an erroneous impression, casual labour in certain administration had been given nine holidays on par with other line staff, which had resulted in overpayments for 6 additional holidays. These overpayments are being recovered in easy instalments.

Exclusion of Indian Artists from "Festival of India"

3851. SHRI KRISHNA KUMAR GOEL: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the attention of Government had been drawn towards newspaper reports to the effect that frustration prevailed among Indian Artists in the U.K. for exclusion from the "Festival of India"; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). The programmes of the Festival have been finalised jointly by the Indian Advisory Committee and the Festival Committee in U.K.

According to the Indian High Commission in U.K. the Indian Artists in U.K had formed a Committee for the Festival of India to organise associated events for the Festival. This Association organised a programme of events limited to London with financial support from the Art Council of Great Britain.

Reported statement by U.S. Ambassador to Pakistan about arms supply

3852. SHRI R. L. BHATIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether his attention has been drawn to the interview given by the U.S. Ambassador in Pakistan to a Pak Urdu daily 'Nawa-i-Waqat' recently. as published in the 'Hindustan Times', New Delhi dated 28th September, 1982 wherein he is reported to have inter-alia categorically stated that (i) U.S. cannot change aid to Pakistan programme merely because of Indian objections and (ii) U.S. gave special importance to the relations with Pakistan and it could not reduce its support to Islamabad under Indian influence;

(b) whether this repeated American stand of arming Pakistan with the latest sophisticated equipment spells much concern to India particularly the bordering States which had earlier been victims of unprovoked Pakistan aggression; and

(c) if so, Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) to (c). The Government is aware of an interview carried by Pakistani newspaper which was apparently given by the US Ambassador to Pakistan. The Government is also aware of a press report wherein the US Embassy in Pakistan had claimed that the Ambassador was incorrectly quoted by the concerned newspaper. The Government would, therefore, not be in a position to comment on an interview whose very accuracy has been questioned.

Keeping outer space free of weapons

3858. SHRI K. MALLANNA:
SHRI MADHAVRAO SCINDIA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that USSR is in favour of seeking the assistance of U.N. for a complete ban on all weapons in outer space including any that could be carried aloft by the U.S. space shuttle;

(b) if so, whether any indication has also been obtained in this regard from the U.N. Secretary-General for this purpose;

(c) if so, what are the details in this regard; and

(d) what is the reaction of the Government in regard thereto, especially in so far as India's security and space interests, are concerned?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) to (c) At the 36th regular session of the UN General Assembly held in New York in 1981, the Soviet Union had put forward a proposal for the "prohibition of the stationing of weapons of any kind in outer space" and had also tabled a draft treaty in that regard. Under the Soviet draft treaty, States parties would *inter-alia* "undertake not to place in orbit around the earth objects carrying weapons of any kind, install such weapons on celestial bodies, or station such weapons in outer space in any other manner, including on reusable manned space vehicles of an existing type or of other types which States Parties may develop in the future".

(d) Consistent with India's commitment to general and complete disarmament under effective international control, India has always been in favour of the use of outer space for peaceful purposes and for the prevention of an arms race in outer space. Consequently, India has supported the Soviet proposal. However, India is in favour of prohibiting the testing of all weapons in space, in addition to the prohibition on their being placed in or installed on celestial bodies or stationed in outer space in any other manner.

New Technical Colleges

3854. DR. R. ROTHUAMA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) number of Technical Institutes/Colleges like Overseer Training Institutes/Polytechnics/Engineering Colleges/ Industrial Training Institutes/ Veterinary Colleges/Forest Colleges/ Forest Training Institutes/Science Colleges in the State/Union Territories of Mizoram, Arunachal Pradesh, Nagaland, Manipur, Tripura and Meghalaya; and

(b) proposals, if any, for starting more Technical Colleges in these States/Union Territories and if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Information is being collected and will be laid on the Table of the Sabha.

(b) There is a proposal by the North Eastern Council to set up a Regional Institute of Science and Technology for the North Eastern Region. The details of the same are at present being worked out by a Working Group set up for the purpose.

Admission in Central Schools

3855. SHRI NIHAL SINGH: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) what are the criteria regarding admission in Central Schools in Delhi/ New Delhi;

(b) whether it is a fact that the children of Army Personnel and other transferable Government servants are denied admission in Central Schools in New Delhi, while children of non-transferable Government servants are admitted;

(c) if so, the number of applications pending in Central School organisation regarding admissions of transferable employees children from other States and action taken in this regard;

(d) whether the admission of children of Personnel Staff of Minister of Education and Commisioner of the Central School Organisation are made; if so, details thereof; and

(e) how many applications were forwarded by the Members of Parliament to admit the children of Army personnel and what action was taken?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCAL WELFARE (SHRI P. K. THUNGON): (a) to (c). The Government has prescribed the following order of priorities for admissions to Kendriya Vidyalayas:

(i) Children of transferable Central Government employees

(ii) Children of transferable employees of Public Sector Undertakings

(iii) Children of non-transferable Central Government employees

(iv) Others.

Interse priority within each category is decided with reference to the number of transfers the parents have had during the preceeding seven years.

Subject to the child qualifying in admission test, wherever conducted, admissions to Kendriya Vidyalas are ordinarily regulated by the policy described above.

In view of the fact that the number of applicants is generally greater than the seats available, it has not always been possible to admit all the children of transferable Central Government employees including Defence Personnel.

(d) No body is barred from seeking admission to Kendriya Vidyalas. No admission has, however, been granted to the children of personal staff of the Minister for Education and the Commisioner of KVS.

(e) Twenty-eight applications were received from various Members of Parliament recommending admission of children of Defence Personnel. Out of these, eighteen were accommodated.

Trolly inspection DTS/Tundla

3856. SHRI BALASAHEB PAWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether DTS/Tundla of Allahabad Division is without motor trolly from last five years;

(b) how many trolly inspections or motor trolly inspections have been done by DTS/Tundla during last three years, month-wise position; and

(c) whether trolly inspections were done on some one else's trolly?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No exclusive motor trolly has been allotted to DTS/Tundla.

(b) and (c) Motor trolly inspections have been carried out from time to time by DTS/Tundla (AOS/Tundla before 10-8-79) by utilising motor trollys of other officers. Month-

wise details of the inspections done by him are as under:

Year	Months											
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1979	..	..	..	..	..	..	..	5	4	3	3	3
1980	..	4	1	3	2	2	3	1	..	..	..	..
1981	2	4	2	..	3	2	2	2	..	..	..	..
1982	..	..	2	2	..	..	..	2	1	..	..	..

Constructionyconversion of Railway lines in Orissa

3857. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Orissa Government have furnished a priority list to his Ministry for construction/ conversion of railway lines in the State;

(b) if so the details in this regard and progress so far made in regard to each of them; and

(c) whether Central Government have taken up or are considering to take up the re-survey of the Beshampur-Phulbain line in the changed policy of paying greater attention to backward areas?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) A statement is attached.

(c) No survey has been sanctioned for Berhampur-Phulbani railway line, as there is no immediate prospect of taking up the project.

Statement

The Government of Orissa, in its memorandum submitted to the Railway Convention Committee, requested for construction of the following lines:—

Project	length	Cost
	Kms.	crores
1. Jakhapura-Banaspani New BG rail link Project	176	75.00
2. Talcher-Sambalpur new BG rail link project	157.68	..
3. Rayagada-Korapur new BG rail link	174.32	112.10

The progress made in each case is as under:—

1. Jakhapura-Daitari (Phase I)—33 Kms. opened for traffic. Final Location survey for Phase-II—Daitari-Keonjargarh section is in progress.

2. Re-survey being carried out.

3. Work approved in 1981-82. Construction work of 20 Kms. section between Koraput and Machliguda has been taken up. Final Location Survey for the balance length between Machliguda-Rayagada is in progress.

In addition, the State Government has also requested for taking up of the following surveys:—

1. A line to connect Khurda Road-Bolangir via Phulbani and Behrampur to Phulbani.

2. Jeypore/Ambaguda to Kesinga line.

3. Talcher-Bimlagarh line.

4. Gopalpur-Behrampur line.

5. Jeypore-Malkangiri line.

Visit of Margis to China

3858. SHRI N. K. SHEJWALKAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have seen a news-item appearing in the 'Indian Express' dated 2 August, 1982 under the caption 'Marg making inroad into China';

(b) if so, the number of margis who have visited China during the last two years;

(c) the expenditure incurred on such visits of margis to China, and how it was met; and

(d) whether the margis have been invited by the Government of China; if so, the reaction of the Government of India thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir.

(b) and (c) We have no information about any Anand Margis having visited People's Republic of China or any expenditure incurred thereupon.

(d) We have also no information whether any invitation has been extended by the People's Republic of China to Anand Margis to visit their country.

Collection of Education cess in North Bengal

3809. SHRI PIUS TIRKEY: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) year-wise collection of education cess during 1970—81 in North Bengal;

(b) details of utilisation of the Education cess so collected by the Central Government; and

(c) percentage of literacy in the Tea-gardens of North Bengal?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b) The Central Government does not collect educational cess.

(c) This information is being collected from the State Government.

यमुना-पार क्षेत्र में सी जी एच०एस० डिस्पेंसरियों का खोला जाना

3860. श्री केशव राव पारधी : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यमुना-पार क्षेत्र में नई डिसपेंसरियां खोलने का विचार किया गया है और यदि हां, तो वे किन-किन स्थानों पर खोली जायेंगी ;

(ख) क्या इस प्रयोजन के लिये सरकार ने यमुना-पार क्षेत्र के मयूर विहार में दिल्ली विकास प्राधिकरण से कुछ फ्लैट लिये हैं और यदि हां, तो कितने फ्लैट लिये हैं तथा इन डिसपेंसरियों का लाभ कौन-कौन सी कालोनियों के निवासियों को मिलेगा ; और

(ग) इस डिसपेंसरी को शीघ्र ही शुरू न करने के क्या कारण है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री बी० शंकरानन्द) : (क) से (ग) त्रिलोकपुरी और मयूर विहार कम्पलैक्स के लिए एक केन्द्रीय सरकार स्वास्थ्य योजना औषधालय मंजूर किया गया है। मयूर विहार में उपयुक्त स्थान देने के लिए दिल्ली विकास प्राधिकरण से अनुरोध किया गया है। स्थान उपलब्ध हो जाने पर औषधालय खोल दिया जायेगा। यह औषधालय तीन किलोमीटर दूरी के अन्दर स्थित कालोनियों में रह रहे केन्द्रीय सरकार स्वास्थ्य योजना के लाभार्थियों को सेवा प्रदान करेगा।

Employment to women in economically backward areas

3861. SHRI G. Y. KRISHNAN: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether Government have formulated any socio-economic programme to provide employment to women in economically backward areas during the Sixth Five Year Plan in the country; and

(b) if so, what are the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). Yes, Sir.

The details of the programmes are as under:—

(i) The Scheme of setting up Training - cum-Employment - cum - Production units is a New Scheme being implemented with Norweign Agency for International Development (NORAD) assistance. The objective is to provide needy women with sustained employment after giving requisite training. 9 Projects have been sanctioned so far on the recommendation of different State Governments. These Projects are being implemented by one of the State Government Corporations. A sum of Rs. 45.00 lakhs has been provided for the year 1982-83.

(ii) Schemes for setting up training centres for rehabilitation of *women in distress*:

Under the scheme Central Government extends financial assistance to Voluntary Organisations through State Governmen's to set up training centres to rehabilitate destitute women between 18—30 years age-group and their dependent children upto 6 years of age through vocational training and residential care so that the women can become economically independent. The programme covers women who become victims of adversities of life due to economic, social or environmental situation like widows, unmarried mothers, women deserted by husbands etc. About 20 to 40 women who are trained in a course of a duration upto one year are eligible for a stipend or maintenance allowance.

The expenditure on the scheme is shared in the ratio 45:45:10 among the Central Government, State Governments and the Sponsoring Voluntary Organisations, respectively. The Central Government has provided Rs. 15.00 lakhs for the year 1982-83.

(iii) Besides, Small Industries Development Organisations (Department of Industrial Development) through its network of Small Industries Services Institutes provides technomanagerial and extension servito enterepreneurs in setting up small industries. A special Scheme of entrepreneurial development programme for women has also been formulated which is being implemented through the Small Industries services Institutes. A sum of Rs. 20.00 lakhs has been earmarked for entreprenurial development and Managerial training.

(iv) The Ministry of Rural Development is also launching a new scheme of Development of Women and Children in Rural Areas. This scheme will cover 500 blocks. The objectives of the scheme is to focus attention on the women members of the families from target groups comprising small/marginal farmers/agricultural, non-agricultural and landless labourers, rural artisans, Scheduled Castes and Scheduled Tribes so as to increase their income and also to provide supporting services needed to enable them to take up income generating activities. A sum of Rs. 200 lakhs exists for the scheme in the Budget Estimate 1982-83.

(v) *Socio-economic programme of Central Social Welfare Board.*

The Central Social Welfare Board has a Socio-economic programme for providing the needy women such as economically backward, destitutes, widows, deserted and also physically handicapped persons with opportunities for 'Work & Wage' affording facilities to them to engage themselves in full time or part time work for supplementing the meagre income of the families. Under this programme the Board provides financial assistance in the form of grants to the voluntary institutions for setting up various categories of units such as:—

1. Production Units for Small Industrial items.

2. Units as ancillary to large industries;

3. Handloom Units.

4. Handicrafts units.

5. Self-employment units.

6. *Agro-based units:*—

(i) Dairy Units.

(ii) Piggery.

(iii) Goat rearing.

(iv) Sheep-breeding.

The allocation for this programme for the year 1982-83 is Rupees 275.00 Lakhs.

Construction of B.G. by-pass at Kumedpur

3862. SHRI SURYA NARAYAN SINGH:
SHRI NARAYAN CHOUBEY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that huge amount was passed in excess in constructing one B.G. by-pass Railway line at Kumedpur NF Railway and certain Engineers were involved;

(b) if so, details of action taken so far; and

(c) whether any staff/officers found responsible for corruption charges are put under immediate suspension after preliminary enquiry?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Yes. In consultation with Central Vigilance Commission, disciplinary action has been initiated against two engineering officers. The proceedings are in progress. Besides, banning of business with the contractor is also proposed.

(c) No. Suspension of the staff was not warranted in this case.

Diva basin railway line

3863. SHRI J. S. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the construction of Diva Basin Railway line is complete, if so, when the work was completed;

(b) whether it is a fact that electrification of this line is in progress;

(c) if so, what is the progress made in this regard, and when the same is likely to be completed; and

(d) what specific steps/action the Government are taking to expedite the completion of this work and commissioning this line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The construction of the line excluding electrification, was completed by 25-11-1980.

(b) Yes.

(c) and (d). About 80 per cent of work on electrification has progressed, and the balance is in full swing and is expected to be completed shortly, by the end of this financial year.

New National Highway works in Andhra Pradesh

3864. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that not even a single kilometre of National Highway has been added in Andhra Pradesh after Independence;

(b) whether Andhra Pradesh Government approached the Union Government recently to take up new National Highway work in that state; and

(c) what is the reaction of the Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESARI): (a) The Central Govt. classified certain State Roads as National Highways on 1-4-1947 for the country as a whole, which were later statutorily declared as National Highways with the enactment of National Highways Act, 1956. The roads so declared as National Highways included *inter-alia* 2299 Kms. of National Highways pertaining to Andhra Pradesh. No further State roads have been converted into National Highways in Andhra Pradesh since then, as in the case of so many other States also which is primarily due to financial constraints. Notwithstanding this, with regard to National Highway length, Andhra Pradesh stands fifth among the States having the largest length of National Highways in the country.

(b) Yes, Sir.

(c) Owing to financial constraints, Govt. of India are unable to declare any new road as a National Highway in any State at present and this applies to roads in Andhra Pradesh also.

Kokon Project from Apta to Mangalore

3865. SHRI V. N. GADGIL:
SHRI R. R. BHOLE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government of Maharashtra have requested the Planning Commission to clear the entire work of Kokan (West Railways) project from Apta to Mangalore;

(b) what is the total amount provided in the current year budget for the project and what is total estimated cost of the project; and

(c) what are the reasons for not completing Apta-Dasgaon part of the project by December, 1981?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) An amount of Rs. 1 crore has been provided in the budget for 1982-83 for the Apta-Roha section which has been taken as the first stage of

the construction of the West Coast (Apta-Mangalore) line. The estimated cost of construction of the Apta-Roha section is Rs. 14.99 crores.

(c) The Apta-Pen section has been completed as phase I, by March, 1982. The work on the remaining section between Pen and Roha is in progress, and its date of completion would depend on the availability of funds. The extension of the line to Dasgaon is not an approved work, and the question of its completion by December, 1981 does not arise.

Doubling and electrification of Bandel-Katwa-Farakka route

3866. SHRI SAIFUDDIN CHOUDHURY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are contemplating to introduce double-line and electrify the Bandel-Katwa-Farakka route of Eastern Railway; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

Neelachal Express

3867. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 175/176 Puri-New Delhi Neelachal Express was a Superfast Express when it was first introduced;

(b) if so, whether it remained in the same status;

(c) if not, the reasons therefor and the date by which this train will be included in the list of superfast trains;

(d) whether new timings and changes of routes of this train has been given effect to from 1 October, 1982;

(e) whether Neelachal Express reached New Delhi late by about six hours on 2 October, 1982; and

(f) if so, the reason therefor and the action taken by the Government to ensure punctual running of this train?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). At the time of introduction, 175/176 Neelachal Express was not a Superfast train for the purpose of levy of Supplementary Charge. However, it was included in the list of Superfast trains with effect from 1-6-1982 but *status quo ante was* restored on 5-7-82. Review for designating trains as superfast for the purpose of levy of Supplementary Charge is a continuous process.

(d) Yes.

(e) 175 Neelachal Express arrived New Delhi late by 6 hours and 40 minutes on 2-10-82.

(f) This was due to engine failures, both diesel and electric and also due to Alarm-chain pulling. All feasible efforts are being made to improve the performance of 175/176 Neelachal Express.

Part-Time Lecturers of Delhi University

3868. SHRI VIRDHI CHANDER JAIN: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the different teaching faculties and departments directly administered by the University of Delhi have in their employment staff like part-time lecturers, tutors, investigators, etc.;

(b) if so, their number category-wise;

(c) whether the University does not give salary for summer vacation, annual increments and other basic allowances like D.A., CCA, HRA, etc. to such staff;

(d) if so, the reasons therefor;

(e) whether the University has provided any security of tenure to such staff mentioned in (a) above, as have put in a minimum of three years service;

(f) if not, the reasons thereof;

(g) whether in Central establishments like All India Radio, Doordarshan, etc. even the staff serving on yearly contract basis are given benefits like fixed tenures, pension, D.A. CCA, etc.; and

(h) if so, whether Government propose the same in respect of the staff of a Central University?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). According to the information furnished by the Delhi University, there are 14 part-time teachers in its Faculty of Law and nine part-time tutors in the Faculty of Music and Fine Arts. There are no part-time Investigators.

(c) and (d). The part-time teachers/tutors are appointed by the University on a consolidated monthly honorarium. They do not therefore draw various allowances separately. The University has recently decided to pay vacation salary to part-time teachers.

(e) and (f). According to the guideline governing the employment of part-time staff, appointments are made initially for a period of one academic term which could be renewed after each term, subject to the condition that the total tenure of an incumbent does not exceed 5 years.

(g) The staff artists working in All India Radio, Doordarshan etc. are full-time employees appointed on contract. They are therefore entitled to salaries, allowances and other benefits like pension, etc. as are admissible to regular full-time employees.

(h) Does not arise.

.. Conversion Project in Gujarat

3869. SHRI DAULATSINHJI JADEJA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the conversion project going on in Western Zone and particularly in Gujarat State;

(b) whether it is a fact that the conversion work on these projects is very slow;

(c) if so, what are the reasons therefor; and

(d) what steps are being taken to complete these projects quickly?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). The following projects are approved schemes in the State of Gujarat. The position is indicated below:

(i) Viramgam-Okha/Porbander (MG to BG)—First phase Viramgam-Hapa completed and opened on 17-6-1980. Work on 2nd phase Hapa-Okha/Porbander is in progress. Outlay 1982-83 is Rs. 11.35 crores—Progress 75 per cent. Work will be completed in 1984 subject to availability of funds.

(ii) Nadiad-Kapadvanj (NG to BG)—Work could not be progressed due to severe constraint on availability of resources.

(iii) Delhi-Ahmedabad (MG to BG) (falling partially in Gujarat State)—Work has not commenced as the project has not been cleared

by the Planning Commission for want of resources.

Clearance of Cargo lying in Ports' Godowns

3870. SHRI NAVIN RAVANI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Governments have revised the demurrage rates at each of the Ports in the country;

(b) if so, what are the details in this regard;

(c) whether it is a fact that cargo are lying in Ports' godowns for months together;

(d) if so, what are the rules in this respect and what action is being taken to clear the cargo?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) and (b). The demurrage rates at Major Ports are fixed and revised from time to time by their Trusts with the prior approval of the Central Government. During the last one year the demurrage rates were revised upward by port trusts of Bombay, Madras, Cochin, Visakhapatnam and Paradip.

(c) The problem of uncleared cargo is generally faced at the Major Ports of Bombay and Calcutta only.

(d) If the goods, remain uncleared in the Ports premises beyond the time specified in the Major Port Trusts Act, 1963, these are disposed of by public auction. Besides the demurrage charges are recovered from the consignees who do not remove their consignments from the port premises within the free period allowed by the respective ports.

In order to discourage the consignees from keeping the cargo in the port premises beyond the free period, the Bombay Port has increased the demurrage rates during the last one year. Calcutta Port has taken the following steps for the expeditious clearance of goods from the port premises:—

(i) Apart from realising normal rent charges beyond free time, penal rent at treble the rate is also realised on big consignments which remain uncleared after 30 days from landing.

(ii) Removing uncleared consignments to other sheds and yards and to recover the removal charges from the consignees concerned.

Besides, with a view to arrange the early disposal of unclaimed goods and to suggest necessary changes in the existing customs procedures, a Working Group under the Chairmanship of Dr. M. Q. Dalvi, Adviser, UNDP Transport Project (attached to Planning Commission), was constituted by the Planning Commission in January, 1982. Report of the Working Group has been received recently and is being examined.

Manmad-Parbhani-Parli Vaijnath Line

3871. SHRI BALASAHEB VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that due to lack of finance the work of having broad gauge line between Manmad-Parbhani-Parli Vaijnath is not progressing well;

(b) if so, what is the total financial allocation made for this project and the area of completion which has been kept in view; and

(c) the amount that was sanctioned for 1981-82 separately and whether at this rate it would be possible to complete the project within the target fixed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIA-

MENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The work is progressing over Manmad-Aurangabad section (Phase-I) to the extent the fund is available from time to time. The funds allotted for the conversion of Manmad-Aurangabad section from MG to BG, is Rs. one crore during 1982-83.

(c) Allotment of funds during 1981-82 was Rs. 75 lakhs. There is no target date fixed so far. The date of completion would depend on availability of resources.

Orders banning the issue of Medicines from CGHS Dispensary for a month or more than that

3872. SHRI C. T. DHANDAPANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any orders have been issued banning the issue of medicines, even in cases prescribed by the Specialists in Dr. R. M. Lohia and Safdarjang Hospitals for more than a week at one time;

(b) if so, the reasons therefor;

(c) whether Government are aware of the difficulties faced by patients in getting a week's medicine;

(d) whether at least a fortnight's medicine to the patients where the treatment is to last more than a month will be issued in small packed bottles; and

(e) whether he is aware of the danger of adulteration or pilferage in case of larger packs?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (e). Initially medicines in the dispensary are issued for not more than one week in order to assess any reaction or susceptibility of the drug. However there is no ban on the issue of medicines for more than one week when so prescribed by Specialists. Medicines in small packed bottles are issued wherever possible. Medicines are obtained directly for the firms who sent them under Warranty Certificate. In order to prevent pilferage, periodical checks are carried out.

Benefit of Pay Rise to Doctors Specialist Grade II

3873. SHRI SANAT KUMAR MANDAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that some Doctors in the Specialist Grade II in the Central Health Scheme got their pay stepped up in the new scale (Rs. 1100 to 1800) consequent on the implementation of the recommendations of the Third Pay Comission w.e.f. 1st January, 1973;

(b) if so, number thereof;

(c) whether it is a fact that a large number of Doctors Specialist Grade II have not been given the benefit of this pay rise although they are senior to those doctors whose pay had been raised;

(d) if so, the number thereof and the reasons therefor; and

(e) the steps which Government propose to take to remove this anomaly and afford relief to the affected doctors?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (e). 39 officers of the Specialist Grade II in the Central Health Service, got their pay stepped up with effect from 1st January, 1973. In the mean time a general question has been raised whether the stepping up of their pay was correct or not and the same is still under examination of the Government. Therefor, the remaining 159 doctors falling in the same category, some of whom are even senior to those who have already got the benefit of the stepping up of the pay, could not be given this benefit as yet.

No Water in Sri Ganganagar-Delhi Passenger Train on 10-10-1982

3874. SHRI BHEEKHABHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in 344 Sri Ganganagar-Delhi Passenger train, there was absolutely no water in any of the taps fixed in the train between Bhatinda and Delhi;

(b) whether it is a fact that all seats in Class I were torn out;

(c) whether it is a fact that the train took seven hours to reach Delhi, at distance of 150 kilometres;

(d) whether it is a fact that no water was taken by the train at different water filling stations; and

(e) whether no T.T.E. checked any passenger on 1st Class though unauthorised passengers had entered 1st Class compartment?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No. Overhead Tanks of passenger train 344 Dn could not be watered at Bhatinda because of failure of Water supply at Bhatinda Railway station. It is not that there was no water available at all, but the possibility of some Overhead tanks having insufficient water cannot be ruled out.

(b) Yes. The incidence of theft of raxine cloth on Bhatinda-Delhi section is high due to vandalism. Steps are being taken to curb it The raxine cloth could not be provided at Sri Ganganagar because of shortage of time.

(c) No. The running time allowed for 344 Dn between Bhatinda and Delhi (a distance of 298 Kms.) is 10 hours according to the time table and on 10-10-82 it arrived late by 2 Hrs. 55 mts. than its scheduled time. The late running of the train was due to late arrival of the corresponding rake by 95 mts. at Sri Ganganagar and the rest of the time was lost due to various operational reasons, which was inescapable.

(d) Overhead tanks of the train could not be replenished enroute after it left Bhatinda, as the train examining staff at Bhatinda failed to send a message to other stations nor any of the passengers complained to any of the Station staff enroute that the train had no or insufficient water. The train examining staff at Bhatinda has been taken up for their lapses on this account.

(e) Passenger trains are checked periodically against ticketless travel.

Diversion of Funds allotted for conversion of M.G. into B.G.

3875. SHRI N. E. HORO: Will the Minister of RAILWAYS be pleased to state:

(a) whether there have been any cases of diverting the funds allotted for conversion of the metre gauge into broad gauge line, to some other projects, particularly in Bihar (N.E.R.); and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, but none in Bihar.

(b) To accelerate some on-going Projects, nearing completion.

Recruitment in Education Department

3876. SHRI MANORANJAN BHAKTA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether there is any discrepancy in the recruitment rules approved for selection of Group A posts

in the Education Department of Andaman and Nicobar Administration during 1980;

(b) if so, what are these discrepancies and what action has been taken for rectification thereof;

(c) whether it is a fact that it was agreed to by the UPSC that these rules will be applicable only in future selection and incumbents already in job would not be affected; and

(d) if so, details of departure made by Government from this view?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). The Andaman and Nicobar Administration (Group 'A' and Group 'B' posts) the Department of Education, recruitment rules was notified in March. 1980. Thereafter the Andaman and Nicobar Administration submitted a proposal to amend the above recruitment rules so as to relax the educational qualifications in respect of promotees who have been working in the Education Department, on adhoc basis, as Deputy Education Officers (General). The question of giving relaxation in educational qualifications is under consideration, in consultation with the U.P.S.C.

(c) No, Sir.

(d) Does not arise in view of reply to (c) above.

Types of Engines in use in Southern Railway

3877. SHRI D. S. A. SIVAPRAKASAM: Will the Minister of RAILWAYS be pleased to state:

(a) how many types of engines, diesel and non-diesel, are in use in Southern Railway, in broad gauge and metre gauge line;

(b) is there any time-limit for each engine to be in the line;

(c) if so, how many such engines have passed the time limit and are still used in the Railways; and

(d) what steps Government have taken to replace such wornout engines as using such engine is dangerous to the travelling public?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) On the broad gauge, three types of diesel locomotives (WDM 2—Mainline diesel locomotive and WDS 4 and WDS 6 shunting locomotives) are in regular use. No broad gauge steam or electric locomotives are based on Southern Railway. However, steam and electric locomotives from the adjacent South Central Railway are peripherally worked on some sections of Southern Railway. On the metre gauge, four types of steam locomotives (YP, YG, YL and X class loco—a special type loco used on Nilgiri Railways) and one type each of diesel locomotive (YDM 4) and electric locomotive (YAM1) are in use.

(b) The normal life of a locomotive is as under:—

Steam locomotive . . .	40 years
Diesel-electric/hydraulic loco .	36 ,,
Electric loco	35 ,,

(c) and (d). Seven X class locomotives are overaged. Since this is a special rack system locomotive, the locomotives are being continued in service, with proper maintenance attention.

दिल्ली के विद्यालयों के अध्यापकों का स्थानान्तरण

3878. श्री भीकू राम जैन : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि दिल्ली प्रशासन में अध्यापकों के

स्थानान्तरण की प्रक्रिया वर्षभर जारी रहती है जिसके परिणामस्वरूप छात्रों तथा विद्यालयों पर प्रतिकूल प्रभाव पड़ता है ; और

(ख) यह सुनिश्चित करने के लिए सरकार द्वारा क्या कार्यवाही की गई है कि सत्र के बीच में स्थानान्तरण न किए जाएं।

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप-मंत्री (श्री पी० के० चुंगन) : (क) दिल्ली प्रशासन द्वारा भेजी गई सूचना के अनुसार अध्यापकों का स्थानान्तरण मुख्यत: पद निर्धारण की वार्षिक प्रक्रिया से सम्बद्ध है। तथापि, कुछ मामलों में, प्रशासनिक कारणों से वर्ष के दौरान किसी भी समय स्थानान्तरण करने पड़ते हैं।

(ख) दिल्ली प्रशासन ने इस बात को सुनिश्चित करने के लिए कदम उठाए हैं कि पद निर्धारण कार्य ग्रीष्म अवकाश के शीघ्र बाद पूरा हो जाए। इसके अतिरिक्त, इनके द्वारा जारी की गई नई स्थानान्तरण सम्बंधी मार्गदर्शी रूप रेखाओं के अन्तर्गत शैक्षणिक सत्र के कुछ महीनों में स्थानान्तरण की अधिक संख्या को कम करना सम्भव होगा।

व्यावसायिक शिक्षा

3879. श्री राम विलास पासवान : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली प्रशासन के शिक्षा विभाग ने 1981-82 और 1982-83 के शिक्षा सत्रों में व्यावसायिक शिक्षा को सफलतापूर्वक लागू करने के लिये कुल कितनी धन राशि की व्यवस्था की और अब तक कुल कितनी धनराशि खर्च हो चुकी है और यदि इसका उपयोग नहीं हुआ है तो इसके क्या कारण हैं : और

(ख) क्या यह भी सच है कि व्यावसायिक शिक्षा के लिये नियमित अध्यापकों की कोई व्यवस्था नहीं की गई है और यदि हां, तो इसके क्या कारण हैं और तत्संबंधी ब्यौरा क्या है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी के चुंगन) : (क) दिल्ली प्रशासन द्वारा उपलब्ध की गई सूचना के अनुसार व्यावसायिक शिक्षा के वास्ते कोई विशिष्ट राशि निर्धारित नहीं की गई है। तथापि, 1981-82 के दौरान "अतिरिक्त स्कूल सुविधाएं" नामक प्लान योजना से व्यावसायिक पाठ्यक्रमों में लगे अंशकालिक कर्मचारियों के लिए वेतन भाग को पूरा करने के लिए 1,35,450 रु० की राशि खर्च की गई थी। इस वर्ष वेतनों के लिए 2,42,081 रु० खर्च होने की आशा है और इसमें अतिरिक्त सुविधाओं के लिए 50,000 रु० भी शामिल हैं।

(ख) इस समय अंश-कालिक अध्यापक सेवारत हैं। नियमित अध्यापकों की व्यवस्था के मानदण्डों पर दिल्ली प्रशासन द्वारा सक्रिय विचार किया जा रहा है। मानदण्ड अनुमोदित होते ही नियमित अध्यापकों की नियुक्ति कर दी जाएगी।

Long wait for Heart Surgery in AIIMS

3880. SHRI ZAINUL BASHER: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn towards a news

item published in Blitz of dated 2 October, 1982 on page 5 with the title 'AIIMS' stilled in heart?

(b) if so, whether it is a fact that many serious patients who need immediate heart surgery are dead in the process of waiting for their turn in AIIMS;

(c) if so, the percentage of such patients; and

(d) what steps are being contemplated to avoid this inhuman situation?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Yes.

(b) The AIIMS have intimated that serious patients who require immediate surgery are requested to undergo cardiac catheterisation on a standby basis and are offered surgery as soon as necessary investigations are completed and the patient is otherwise considered fit for surgery.

(c) Does not arise.

(d) All efforts are made by the Institute authorities to offer surgery as early as possible. A cardio-thoracic centre is under construction which is likely to be operational by 1985-86. This will further augment the present facilities and reduce the waiting time.

Production of Braille Slates in National Institute for Visually Handicapped, Dehradun

3881. SHRI ASHFAQ HUSSAIN: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) what is the monthly average production of Braille Slates in National Institute for the Visually Handicapped, Dehradun, in 1981-82;

(b) whether the same level of production was maintained during the first half of 1982-83;

(c) if not, the reasons therefor; and

(d) whether Government will investigate the matter and take steps to increase production?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Monthly average production of braille slates during 1981-82 was 207 slates.

(b) Average production of braille slates in the first half of 1982-83 was 67 slates per month.

(c) Braille slates are produced according to the demands placed on NIVH: Orders placed on NIVH are met at the current level of production.

(d) Production can be stepped up as and when there are more orders for braille slates.

Quota of seats/berths held by Northern Railway Headquarters

3882. SHRI DIGAMBER SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the quota of seats/berths held by various Mail/Erpress/Super-fast Trains emanating from the Capital by the Northern Railway Headquarters Office, Baroda House, New Delhi as on 1 October, 1982 and the authority empowered to release these; and

(b) whether he is aware that certain officers of Northern Railway Headquarters office are acting in collusion with the Liaison/Executive Officers of Business Houses in releasing them seats on some pretext or the other in preference to the more needy ones wait-listed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) A limited number of berths/seats by important Mail/Express trains has been earmarked as HQR quota to meet with urgent travel needs of high officials which include Judges of Supreme Court and High Court, Members of Parliament,

Members of Legislative Assemblies etc. Bonafide passengers seeking assistance in case of emergency, are also accommodated within this quota. This quota is controlled by Additional Chief Commercial Superintendent (General), Northern Railway.

(b) No.

Regional meeting of Commonwealth Heads of States held in Fiji

3883. SHRIMATI SANYOGITA RANE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Commonwealth Heads of Government's regional meeting was held in Fiji during October this year;

(b) if so, what was the agenda for the meeting; and

(c) the decisions taken at the meeting?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir.

(b) The following was the agenda for the meeting:

1. Order of Agenda and Format.

2. World and Regional Political Trends.

3. International Economic Issues

—World Economic Situation and Outlook

—Protectionism: Threat to International Order

4. Regional Economic and Functional Co-operation

(c) No decisions as such were taken at the meeting. As is customary, the 17 countries represented at the meeting agreed to the issue of a Final Communique which contained generally agreed formulations on political as well as economic matters.

Vacant post of Director, National Institute for Visually Handicapped, Dehradun

3884. SHRI T. S. NEGI: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether the post of Director in the National Institute for Visually Handicapped, Dehradun is still lying vacant;

(b) if not, has it been temporarily filled; if so, criteria by which it has been filled up;

(c) does the Government want to confirm this man in the post;

(d) if the Government proposes to bring some outsider on this post; the reasons thereof; and

(e) if there is any enquiry going on against the activities of the ex-director?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir.

(b) The post has been filled on the basis of recommendations of the UPSC. The present incumbent has been appointed initially for a period of two years. The recruitment rules to the post are laid on the Table of the House: [Placed in Library, *See* No. LT-5664/82]

(c) Initially the present incumbent would be on probation for a period of two years. Confirmation of the present incumbent would be considered after this period.

(d) Does not apply as the post has been filled.

(e) No, Sir.

Recommendations for increasing stipend of internee-doctors

3885. SHRI MADHAVRAO SCINDIA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Director General Health Services has recommended to the Government that the stipend payable to internee-doctors be increased from Rs. 450/- to Rs. 730/- per month; and

(b) if so, Government's decision thereon?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b) The Delhi Medical Resident Association has demanded an increase in the rate of stipends. Their demand is receiving attention.

दिल्ली पब्लिक लाइब्रेरी के कर्मचारियों का वेतन और भत्ता

3886. श्री चतुर्भुज : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली पब्लिक लाइब्रेरी के कर्मचारियों के वही वेतन, भत्ते आदि देय हैं, जो समय-समय पर केन्द्रीय सरकार के कर्मचारियों के लिये मंजूर होते हैं ;

(ख) क्या यह भी सच है कि दिल्ली लाइब्रेरी बोर्ड के कर्मचारियों के लिये केन्द्र सरकार की "समूह बीमा योजना और सेवा निवृत्ति पेंशन योजना" अभी तक लागू नहीं हुई है ; और

(ग) यदि हां, तो इसके क्या कारण हैं और क्या सरकार के पास ऐसा कोई प्रस्ताव विचाराधीन है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० चुंगल) : (क) दिल्ली पब्लिक पुस्तकालय के कर्मचारी दिल्ली पुस्तकालय बोर्ड (सेवाएं) उप नियमों में यथा निर्धारित वेतनमानों तथा अन्य सेवा शर्तों के हकदार हैं। ये उप-नियम उस मूल तथा अनुपूरक नियमावली के आधार पर बनाए गए हैं जो केन्द्रीय सरकारी कर्मचारियों पर लागू हैं ।

(ख) और (ग) जी, हां ।

इस सम्बन्ध में दिल्ली पुस्तकालय बोर्ड से कोई विशिष्ट प्रस्ताव प्राप्त नहीं हुआ है। यद्यपि केन्द्रीय सरकारी कर्मचारी ग्रुप बीमा योजना, 1980 दिल्ली पब्लिक पुस्तकालय के कर्मचारियों के लिए लागू नहीं की जा सकती क्योंकि यह एक स्वायत्त निकाय है, इस समय पुस्तकालय के कर्मचारी सेवा-निवृत्ति के लाभों के स्थान पर अंशदायी भविष्य निधि के अन्तर्गत आते हैं ।

Seniority of Officers in the Railway Ministry

3887. SHRI D. P. YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) is it a fact that the Ministry of Railways had passed an order dated 4-1-82 depressing the seniority of some officers and that these officers had filed a writ petition against the order in the Delhi High Court;

(b) is it also a fact that the Delhi High Court has not only quashed the said order but also stated in its judgement that the order was passed with a closed and biased mind; and

(c) if so, what action does the Minister for Railways propose to take to ensure that such biased and illegal orders are not passed again?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN-

THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Ministry of Railways' order dated 4-1-82 modified their earlier orders dated 15-2-60 which allowed higher seniority to the Special Class Apprentices recruited between 1-1-42 and 31-12-59 and the affected officers had filed a writ petition in the Delhi High Court.

(b) Yes, but the Government have filed an S.L.P. in the Supreme Court against this judgement.

(c) The decisions impinging on service matters pertaining to railway empolyees are taken by the Ministry of Railways with the fullest deliberation and in accordance with the procedures laid down including consultations with the Department of Personnel, Ministry of Law & Union Public Service Commission where ever such consultations are required.

Representation from Cooperative Society, Allahabad

3888. SHRI K. A. RAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether he has received any representation from Harijan, Minority, Backward class Vendors and Labourers Cooperative Society Ltd., Allahabad dated 21st September, 1982;

(b) if so, the details thereof;

(c) whether the points raised have been considered and reply given; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes. However, the representation was dated 5-1-81 with enclosures and handed over on 21st September, 1982.

(b) to (d). Some allegations have been made against the existing contractors and request made for allotment of some catering facilities to the Society. The issues are under examination and the information will be laid on the table of the Sabha.

New Mangalore Harbour

3889. SHRI T. R. SHAMANNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the New Mangalore Harbour has been completed in all respects;

(b) if not, when it was to be completed as per schedule;

(c) when it is expected to be completed;

(d) whether a big beam of 120 metres has collapsed there; and

(e) if so, reasons therefor; and details of the loss suffered?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) to (c). All major works envisaged during the first and second stages of development of New Mangalore Port were completed in 1975 and 1980 respectively, with the exception of a few minor ancillary works not connected with Port's operation. Even these works are expected to be completed by 31st March, 1983.

(d) Yes; a concrete girder of transit shed under construction came down on 28 September, 1982. It has since been replaced by a new girder.

(e) The mishap occurred due to the negligence of the contractor's workmen. The loss was of the contractor and not of the port.

Recruitment of Traffic Apprentices in various Zones

3890. SHRI CHHANGUR RAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the conditions for recruitment of traffic apprentice differ from zone to zone;

(b) if not, whether seniority of Traffic Apprentices has been ordered to be fixed in Northern Railway only *vide* Railway Board's letter No. E(NG)I-80-SR6-9 dated 24 and 26 December, 1980; and

(c) reasons why this letter was not addressed to all Zonal General Managers to fix up the seniority of Traffic Apprentices on other Railways in a similar manner?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) and (c). The letter referred to was issued consequent on decisions given by certain High Courts on petitions filed by employees belonging to Northern Railway. The said decisions are, however, not applicable to employees serving on other Railways.

Recruitment Rules of Delhi Public Library

3891. KAMLA MISHRA MADHUKAR: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether under Rules and Regulations of Delhi Library Board, the Recruitment Rules for the post of Director, Delhi Public Library, are required to be approved by Government;

(b) is it also a fact that the present management of the Library has not so far sought the approval of Government to the Recruitment Rules of Director; and

(c) what are the academic qualifications required for the post of Director, Delhi Public Library and also for the lower posts like Librarian Grade I.

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir.

(b) Does not arise.

(c) A statement is attached.

Statement

Academic qualifications required for the post of Director, Delhi Public Library, Delhi.

(i) Atleast a bachelor's degree from a recognised University.

(ii) Degree or diploma in Library Science of a recognised University.

(iii) Atleast 10 years library experience out of which atleast 5 years on responsible supervisory post in a library of standing, preferably a Public Library.

(iv) Knowledge of Hindi.

Academic qualifications required for the post of Librarian Grade I.

(i) Master's Degree of a recognised University or equivalent.

(ii) Degree or post-Graduate Diploma in Library Science of a recognised University or Institution.

(iii) 5 years' experience in a responsible capacity in a library of standing.

(iv) Knowledge of Hindi.

Late Running of Akola-Purna and Purna-Adilabad Trains

3892. SHRI UTTAM RATHOD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the trains between Akola-Purna and Purna-Adilabad on South Central Railway are not controlled from Purna;

(b) whether it is also a fact that due to this, the trains on these lines run very late; and

(c) if so, what action does the Government contemplate for regular movement of trains on this section?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The Section Purna-Akola-Khandwa is controlled by Control Office at Akola. Purna—Mudkhed section is controlled by control office at Secunderabad and Mudkhed-Adilabad section is non-controlled.

(b) No. The punctuality performance of passenger trains is maintained at satisfactory level and has improved during the last two months.

(c) Does not arise.

Malpractices in Jamia Millia Islamia University

3893. SHRI D. M. PUTTE GOWDA:
SHRI H. M. NANJE GOWDA:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the teachers and Karamcharis of Jamia Millia Islamia University have resolved to go on hunger strike till their demands are completely met;

(b) if so, whether Government have agreed to institute an inquiry into the alleged administrative malpractices in the Jamia Millia Islamia University, Delhi; and

(c) when the inquiry will be conducted?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) The Staff Association of the Jamia had launched a strike on September 14, 1982. The teachers joined the strike on September 16, 1982. The strike was called off on October 13, 1982.

(b) The Chancellor of the Jamia Millia Islamia has instituted an enquiry by a former Chief Justice of the Madhya Pradesh High Court to look into various allegations of malpractices in the Jamia.

(c) The enquiry has already started.

Shelter taken in Bangladesh by Tripura Tribal Leader

3894. SHRI SONTOSH MOHAN DEV: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Bipy Rangkhel, leader of Tripura has fled to Bangladesh and taken shelter there to start armed movement against Tripura Government;

(b) whether any protest has been lodged with the Bangladesh Government; and

(c) whether it is a fact that his entry into Bangladesh was made possible due to negligence of Tripura Government?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) to (c). Government have taken up the question of Indian insurgents operating from within sanctuaries in Bangladesh with the Government of Bangladesh on a number of occasions. The Bangladesh Government have stated that no assistance is being provided to insurgents. The Joint Communique issued at the end of the recent visit of Lt. Gen. H. M. Ershad, President of the Council of Ministers of Bangladesh on the 7th October, 1982, stated *inter-alia*, that the two countries had resolved "that their respective territories are not used for hostile activities directed against the other".

पंजाब मेल के साथ लगा सूरतगढ़ का डिब्बा

3895. श्री मनकूल सिंह चौधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को मालूम है कि पांच संसद सदस्य अपने मुख्यालयों की पंजाब मेल के साथ लगे सूरतगढ़ के डिब्बे में यात्रा करते हैं;

(ख) क्या पंजाब मेल के साथ लगा हुआ सूरतगढ़ का डिब्बा छोटा है तथा उस डिब्बे में कोई कंडक्टर भी नहीं होता है तथा यदि पांचों संसद सदस्य उस डिब्बे में यात्रा करें तो पहले दर्जे के सभी अन्य यात्रियों को बहुत असुविधा होती है, और

(ग) यदि हां, तो उस दिशा में सरकार ने क्या कार्यवाही की है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप-मंत्री (श्री मल्लिकार्जुन) : (क) से (ग). पंजाब मेल/चंडीगढ़ एक्सप्रेस में दिल्ली और सूरतगढ़ के बीच पहले और दूसरे दर्जे का एक मिला-जुला सवारी डिब्बा, जिसमें पहले दर्जे की 10 शायिकाओं और दूसरे दर्जे की 40 सीटों की क्षमता है, चलाने की व्यवस्था है। ऐसे सवारी डिब्बों में डिब्बा परिचरों की व्यवस्था नहीं की जाती है। लेकिन गार्ड/गाड़ी कंडक्टर यात्रियों की देखभाल करते हैं। उपर्युक्त सवारी डिब्बे में दिल्ली और सूरतगढ़ के बीच पहले दर्जे के स्थान की औसत दैनिक मांग 5 से 6 शायिकाओं के बीच है जबकि उसमें 10 शायिकाएं उपलब्ध रहती हैं। अतएव, पहले दर्जे में स्थान बढ़ाने का, यातायात की दृष्टि से, कोई औचित्य नहीं है।

Complaints of irregular appointment in Parcel Office, New Delhi

3896. SHRI R. P. YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some complaints of corruption by irregular appointments of casual labour recruited in Parcel Office, New Delhi were received by the Vigilance Department of Northern Railway on 13 May, 1982;

(b) whether the Vigilance Department checked and seized any record from the Parcel Office, New Delhi; and

(c) if not, reasons for the same and whether these appointments are being regularised?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) No.

(c) Does not arise.

Ship repairing yard at Haldia

3897. SHRI SATYAGOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether his Ministry has obtained clearance from the Planning Commission to set up a ship repairing yard at Haldia during the Sixth Plan period;

(b) what is the progress/present position of the project;

(c) what are the reasons for delay; and

(d) when Government are expected to be able to finalise the project?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) to (d). Taking into account the comments of the concerned Ministries/Departments including the Planning Commission the

Ministry of Defence have informed that they have decided not to pursue the proposal of M/s. Garden Reach Shipbuilders & Engineers for setting up a ship repair complex at Haldia. Also there is no provision for the project in the Sixth Five Year Plan.

House building loans for Delhi University Teachers

3898. PROF. NARAIN CHAND PARASHAR: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether any increase has been made in the financial allocation for the advancement of loans for housing to the teachers of Delhi University and its colleges during the current financial year over the allocation for the previous year in view of the large number of applications received for this purpose;

(b) if so, the exact increase made in this regard this year and the likely increase for the subsequent years of the Sixth Five Year Plan; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir.

(b) and (c). A grant of Rs. 10.00 lakhs each was paid to the Delhi University by the UGC during 1981-82 and 1982-83 for creating a revolving fund from which House Building Advances could be sanctioned to the employees of the University and its Colleges. Any increase in this grant in the subsequent years will depend upon the availability of funds for the purpose.

Mobile courts to try traffic offences in Delhi

3899. SHRI JAGDISH TYTLER: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are proposing immediate and deterrent punishments for breaking traffic rules in the major cities of the country;

(b) whether Government propose to set up more mobile courts to try traffic offences in Delhi;

(c) what has happened to the closed-circuit television equipment introduced at major traffic corners in New Delhi; and

(d) what other specific steps are being taken to ensure safe driving in Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI): (a) For the purposes of improving the regulation of traffic, the provisions of M.V. Act 1939 have been recently amended making it necessary for all drivers to carry licence while driving and to have photo affixed on driving licence. The punishments in respect of certain types of offences like:—

(i) Allowing unauthorised person to drive vehicle;

(ii) Driving at excessive speed;

(iii) Driving recklessly or dangerously;

(iv) Racing & trials of speed;

(v) Using vehicle without registration or permit, have been enhanced.

(b) There is no such proposal at present.

(c) The C.C.T.V. equipment is functioning properly and helps the

Traffic Police in watching and monitoring the traffic flow at certain important inter-sections.

(d) The steps taken to ensure safe driving in Delhi include construction of flyovers, widening of roads, deployment of traffic staff at more regulation points/inter-sections, strengthening of patrol duty even during non-peak hours, radar checking of over-speeding, removal of road encroachments and improperly parked vehicles, prescription of speed limits for various types of vehicles for different areas and implementation of Road Safety Education programme for road users.

रेलवे आवास को खाली कराना

3900. श्री दशा राम शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे के उन कम्पनी कमांडरों तथा सब इंसपेक्टरों की संख्या कितनी है और पेदवार ब्यौरा तथा स्थानान्तरण की तारीख क्या है जो अगस्त, 1981 से अब तक की अवधि के दौरान एक स्टेशन से दूसरे स्टेशन को स्थानान्तरित किये गये हैं और जो अपनी नियुक्ति के पिछले स्थानों पर रेलवे क्वार्टरों पर अब भी कब्जा किये हुये हैं और उन्हें खाली नहीं कर रहे हैं :

(ख) क्या रेलवे आवास को खाली कराने की दृष्टि से उनके विरुद्ध कोई कार्यवाही किये जाने का विचार है और यदि हां, तो तत्संम्बन्धी ब्यौरा क्या है ; और

(ग) उन इंस्पेक्टरों कम्पनी कमांडरों तथा सब इंसपेक्टरों की संख्या कितनी है जो हाल ही में अगस्त, 1981 से और सितम्बर, 1981 के दौरान दिल्ली से अन्य स्थानों को स्थानान्तरित किये गये थे और जिन्होंने दिल्ली में रेलवे आवास को खाली नहीं किया है और क्या सरकार ने उनके खिलाफ कोई कार्यवाही की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो तो उसके क्या कारण हैं ?

रेल मन्त्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) और (ख). अगस्त, 1981 से आज तक उत्तर रेलवे पर स्थानान्तरित किये गये कम्पनी कमाडरों/उप निरीक्षकों की संख्या, जिनके पास अभी भी रेलवे क्वार्टर हैं, नीचे दी गयी है:—

स्थानान्तरित किये गये कम्पनी कमांडर	संख्या
तारीख	
23-9-81	1
11-1-1982	1
7-6-1982	2
8-6-1982	2
29-7-1982	1
जोड़	7

स्थानान्तरित किये गये उपनिरीक्षक	संख्या
तारीख	
31-5-1982	2
2-6-1982	1
10-6-1982	1
11-8-1982	1
जोड़	5

उपर्युक्त में से, कुछ कर्मचारियों ने अपनी तैनाती के पिछले स्थानों पर क्वार्टर

रोके रखने के लिये आवेदन पत्र दिये हैं। उनके आवेदनों पर विचार किया जा रहा है। कुछ मामलों में क्वार्टर खाली न करने के लिये दंडात्मक किराया वसूल किया जा रहा है। क्वार्टरों को खाली कराने के भी प्रयास किये जा रहे हैं, जिसके लिये क्वार्टरों की बेदखली के लिये आवश्यक नोटिस जारी कर दिये गये हैं।

(ग) जैसा कि ऊपर कहा गया है, एक कम्पनी कमांडर का स्थानान्तरण सितम्बर, 1981 में किया गया था। अनधिकृत रूप से क्वार्टर के अधिग्रहण के लिये उससे दंडात्मक किराया वसूल किया जा रहा है। इसके अतिरिक्त, क्वार्टर खाली कराने के लिये उपयुक्त कार्यवाई की जा रही है।

Group clashes in Auroville

3901. SHRI RASHEED MASOOD:
SHRI R. N. RAKESH:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that group clashes have been on the increase in Auroville;

(b) if so, details thereof and the reasons for the growing incidents of group clashes in Auroville; and

(c) the steps taken by Government to get the things in order?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c). There have been a few incidents involving different groups in Auroville during the last two years, but it is not a fact that group clashes have been on the increase. On the other hand, the presence of the Administrator appointed under the Auroville (Emergency Provisions) Act, 1980, has reduced tension in the area.

It may also be added that the Administrator does not exercise any power under the Act to deal with the law and order problems which are the responsibility of the local civil administration.

System for transfer of staff on registered priority basis

3902. SHRI ARVIND NETAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board has directed for adoption of a system for registration of requests for the transfer of staff and they are to be transferred on the basis of the priority so registered and this has long back been maintained in Bikaner Division of the Northern Railway;

(b) if so, whether the priority so maintained has not been considered in the case of periodical transfers of parcel/booking clerks;

(c) if so, the reasons therefor and the action being taken to redress staff grievances in this behalf; and

(d) if not, reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) to (d). Periodical transfers of staff are ordered on administrative grounds and not necessarily based on requests of staff, and registration thereof. Even so, to the extent feasible, adjustment of transfer is made in order to avoid hardship to staff.

Promotion of students up to Class VIII

3903. SHRI BASUDEB ACHARIA:
SHRI SUDHIR GIRI:
SHRIMATI MADHURI SINGH:
SHRI K. MALLANNA:
SHRI N. E. HORO:
SHRI NARAIN CHAND PARASHAR:
SHRI G. NARSIMHA REDDY:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that an instruction has been sent to State Government not to detain students up to class VIII; and

(b) if so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). Detention based on one-time annual examination was not considered to be academically sound. The States/UTs were, therefore, advised to follow a policy of 'no detention' up to class VIII. However, in order to ensure maintenance of standards, they were advised simultaneously to introduce a system of continuous tests and evaluation and remedial teaching. This advice was given as part of a series of measures suggested for reducing high drop-out rates at the elementary stage.

Improving the operational result of Shipping Corporation of India

3904. SHRI R. P. DAS: Will the Minister of SHIPPING AND TRANSPORT be pleased to state what effective steps have so far been taken for improving the operational results of the Shipping Corporation of India so far as the passenger and coastal services of the Shipping Corporation of India are concerned?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): The Shipping Corporation of India have taken the following effective steps for improving the operational results so far as their passenger and coastal services are concerned:—

(i) Rationalisation of sailings.

(ii) Adequate publicity in the press and various magazines regarding the passengers services and also high-lighting the amenities available on the Board of the vessels.

(iii) Increase in the Port stay of vessels by one day at both ends in order to load and discharge more essential cargoes to get more earnings.

(iv) Slow steaming of vessels to economic on Fuel Costs.

(v) Increasing the carrying capacity of T.S.S. Ramanujan from 812 passengers to 1100 passengers which would bring additional passage earnings on Rameshwaram/Talaimennar Service.

(vi) Introduction of concessional Tickets on Madras/Straits to attract more passengers.

(vii) Introduction of Banker-surcharge on passage fares and freight rates on Madras/Straits sector.

Making reference to Kashmir in U.N.O. by Pak Foreign Minister

3905. SHRI B. V. DESAI:
KUMARI PUSHPA DEVI SINGH:
SHRI NAWAL KISHORE SHARMA:
SHRI H. N. NANJE GOWDA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Pakistan repeated its hardy annal of referring to the so-called Kashmir dispute at the United Nations when its Foreign

Minister addressed the General Assembly recently;

(b) if so, is it also a fact that the raising of Kashmir issue once again at the international forum is against the spirit of Simla Agreement; and

(c) if so, whether Union Government have already conveyed its displeasure to the Pakistan Government?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir. In his speech to the U.N. General Assembly on October 4, 1982, the Foreign Minister of Pakistan again referred to Kashmir but avoided mention of both the UN resolutions and the Simla Agreement.

(b) and (c). Government's position is that reference to Kashmir in the U.N. and other International forums is contrary to the Simla Agreement. This has been conveyed to Pakistan on different occasions.

Steps to end begging by children below 12 years in public places

3906. SHRI RASABEHARI BEHERA: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) the action taken during the last two years in connection with the effective implementation of scheme prohibiting begging by children below 12 years in public places in Union territories; and

(b) details of the steps taken to check the spread of child begging?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). Begging by children is prohibited under the Children Act, 1960, which extends to the Union Territories. The responsibility for the implementation of the Children Act rests with the Union Territory Administrations. The U.T. Administrations are being pursued for effective enforcement of the Act. The Children Act provides *inter-alia*, for the care, protection and rehabilitation of children rescued from begging. Anti-beggary laws also contain specific provisions for child beggars to be dealt with under the Children Act.

Amongst the Union Territories, Delhi is one Union Territory, where the problem is concentrated because of inflow of beggars from other States in India. Accordingly, some steps have been taken especially in Delhi *e.g.* (i) Efforts are being made to enforce the Bombay Prevention of Begging Act, 1959, (as extended to Delhi) more effectively (ii) Two additional Beggar Homes and one Home for leprosy affected beggars have been sanctioned for Delhi, (iii) A study on "Beggary" in Delhi has been completed by National Institute of Social Defence to provide for a better understanding of the problem.

Widening of Cuttack-Bhubaneshwar Road

3907. SHRI MANMOHAN TUDU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the progress made so far in implementing the proposal for widening of the Cuttack-Bhubaneshwar section of National Highway No. 5?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI): A provision of Rs. 3 crores has been made in the 1980—85 Plan for widening selected portions of this section including acquisition of land for the purpose. Alignment proposals have now been finalised. The State Government have now sent a rough cost estimate amounting to Rs. 29.482 crores. The quantum of sanctions in the Sixth Plan would depend on the overall availability of resources.

Row-Row Shipping Service on West Coast

3908. SHRI OSCAR FERNANDES: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is a proposal before the Government to start Row-Row Shipping service on the West Coast of India; and

(b) if so, details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) and (b). Mogul Line Limited is considering a proposal to introduce Roll-on-Roll-off passenger-cum-cargo service between Jafarabad-Bombay-Goa-New Mangalore.

Financial assistance to poor blind persons

3909. SHRI SATYAGOPAL MISRA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether steps have been taken by Government to provide financial assistance to the poor blind persons; and

(b) if so, details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b). Under the National Programme on Control of Blindness, Government assistance is given through the voluntary organisations for the performance of cataract and other intraocular operations for the benefit of poor and other such blind persons in rural areas and towns with less than 50,000 population.

Declaration of Bardhaman-Asansol as suburban section

3910. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to declare Burdhaman to Asansol as suburban section; and

(b) if so, when it is expected to be declared?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

बहराइच, सीतापुर और हरदोई को रेल लाइन से जोड़ना

3911. श्री राम लाल राही : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या क्षेत्र के विकास को ध्यान में रखते हुये सरकार का विचार विश्व बैंक से प्राप्त ऋण की धनराशि से उत्तर प्रदेश के बहराइच, सीतापुर और हरदोई जिला मुख्यालयों को रेल लाइन से जोड़ने तथा उत्तर रेलवे में सीतापुर से बुधवास तक की मीटर लाइन में बदलने का है ;

(ख) यदि हां, तो इस कार्य के कब तक आरम्भ होने की संभावना है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) नयी परियोजनाओं के लिये अन्तर्राष्ट्रीय मुद्रा कोष/विश्व बैंक से प्राप्त ऋण का आवंटन वित्त मंत्रालय/योजना आयोग द्वारा समग्र प्राथमिकता के आधार पर किया जाता है । जिस लाइन का सुझाव दिया गया है उसके संबंध में न तो कोई प्रस्ताव विचाराधीन है और न ही विश्व बैंक के साथ हाल में जिस ऋण के बारे में समझौता हुआ है उसमें ये लाइनें शामिल हैं ।

Steps to improve mental Health in India

3912. SHRI ANAND SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what is the number of people suffering from different mental diseases in India; and

(b) what is the total intake of mental hospitals and beds in Government Hospitals?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Surveys conducted in different parts of the country at different times indicate that nearly one per cent of the population at any given time suffers from mental disorders.

(b) There are about 20,000 beds in 42 mental hospitals and 2500 psychiatric beds in Government and teaching hospitals.

Promotion and transfer of medical officers on Western Railway

3913. SHRI SOMJIBHAI DAMOR: Will the Minister of RAILWAYS be pleased to state:

(a) the cadre of Medical Officers sanctioned by Railway Board, grade-wise and actually in operation at different stations on Western Railway and whether the posts of DMOs/ADMOs in operation at various stations are in conformity with the yard-stick prescribed by the Railway Board, if not, the reasons therefor;

(b) whether rule for maximum tenure against the posts of DMOs/ADMOs continuing at the same stations for more than four years;

(c) number of ODMOs belonging to general communities promoted as DMOs during the last two years and retained at the same station and the date from which they are working at that station as ADMOs in Western Railway; and

(d) number of ADMOs belonging to SC/ST communities separately promoted as DMOs during the last two years and posted at the same station in Western Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Information regarding the cadre of Medical Officers sanctioned and in operation grade-wise at different stations on the Western Railway is given in the attached statement-I laid on the Table of the House. [*Placed in Library. See* No. LT-5665/82]. The operation of the posts is in conformity with the accepted norms for providing Medical Officers.

(b) The extant orders lay down a maximum tenure of 4 years against the same post and not against the same station and ADMOs/DMOs completing the tenure are to be transferred in phases, 25 per cent of them at a time.

(c) and (d). The required information is furnished in the statements-II and III laid on the Table of the House. [*Placed in Library. See* No. *LT-5665/82*].

वाराणसी डिवीजन के स्टेशनों पर विक्रय ठेकों का रद्द किया जाना

3914. श्री बी० डी० सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर-पूर्व रेलवे के वाराणसी डिवीजन में कुछ स्टेशनों पर कुछ विक्रय ठेकेदारों के ठेके कुछ वर्ष पहले रद्द कर दिये गये थे और उन ठेकेदारों ने न्यायालयों से स्थगन आदेश प्राप्त कर लिये थे ;

(ख) क्या यह भी सच है कि कुछ ठेकेदारों के ठेके बहाल कर दिये गये थे और उन्होंने न्यायालयों में मामले वापस ले लिये हैं, जबकि कुछ अन्य ठेकेदारों के ठेके अभी भी रद्द पड़े हैं ;

(ग) दोहरी नीति अपनाने के क्या कारण हैं ; और

(घ) क्या सरकार सभी के लिये समान नीति अपनाना चाहेगी ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) जी, हां।

(ख) से (घ). इन ठेकेदारों में से कुछ ठेकेदारों से अभ्यावेदन प्राप्त होने पर उनके मामलों की समीक्षा की गयी और और प्रत्येक मामले के गुण दोष के आधार पर विचार करके उनके द्वारा धारित ठेके उन्हें पुनः दे दिये गये।

Election of Delhi Pharmacy Council, Delhi

3915. SHRI HARIKESH BAHADUR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the elections of Delhi Pharmacy Council, Delhi have not been held so far;

(b) if so, what are the reasons for not holding the election; and

(c) by what time the Government propose to hold the elections?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Elections to the Delhi Pharmacy Council due in June, 1977 have not been held so far.

(b) Under Rule 5 of the Delhi Pharmacy Council Rules, 1958, only the President of the Council is empowered to appoint a Returning Officer for holding elections. Elections were delayed due to the resignation of the President and the death of the Vice-President who was acting as the President.

(c) The new President has been appointed on 28-1-1982 and steps are being taken to hold the elections after completing necessary formalities.

Motion adopted re. condition of Calcutta Port

3916. SHRI SOMNATH CHATTERJEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the attention of the Government has been drawn towards a Motion unanimously adopted on 6 September, 1982 in the West Bengal Assembly, expressing concern over the condition of Calcutta Port, following poor discharge of water from the Farakka Barrage;

(b) if so, the salient points raised in the said motion;

(c) the reaction of Government thereto; and

(d) action initiated by Government in this regard?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) Yes.

(b) The said Motion urged the Government of India, in the interest of Calcutta Port, not to renew the agreement entered into by the Government of India with the Government of Bangladesh on 5 November, 1977 regarding sharing of Ganga waters and Farakka between the two countries, and ensure a discharge of 40,000 cusecs of water and a further discharge of 15,000 cusecs a year for irrigation/stabilisation in the Ganga basin along the Bhagirathi/Hooghly system.

(c) and (d). Government of India is aware that the natural flow in the river Ganga at Farakka during the lean season is not adequate to meet the full requirements of India and the reasonable needs lower down in Bangladesh. For this purpose, the Central Government has been endeavouring to augment the flows at Farakka and India has proposed Brahmaputra-Ganga Link Canal Project. Pursuant to the visit of H.E. Lt. Gen. H. M. Ershad and the signing of Indo-Bangladesh Memorandum of Understanding on 7th October, 1982 by the Foreign Ministers of India and Bangladesh, the two countries have agreed to expedite studies of the economic and technical feasibilities of the Schemes which had been proposed by the either side in order to settle upon the optimum augmentation solution for urgent implementation.

Amendment of laws to stop malpractices in Railways

3917. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government consider it necessary to suitably amend certain laws to stop the malpractices that have entered into the functioning of the Railways;

(b) if so, whether the Government have since identified such laws;

(c) if so, the manner in which such amendments are to be made; and

(d) steps already taken in that direction?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). The Indian Railways Act, 1890 is under review in consultation with the Ministry of Law, Justice and Company Affairs with a view to replace it with a new piece of legislation to bring it in line with the present day conditions.

Service improvement Group Scheme

3918. SHRI K. T. KOSALRAM: Will the Minister of RAILWAYS be pleased to state:

(a) the details of "Services Improvement Group Scheme" of the Railway Ministry; and

(b) the steps being taken by individual Zonal Railways to implement this scheme?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The "Services Improvement Group" Scheme envisages the setting up of multidisciplinary teams of officers charged with the responsibility of bringing about improvements in specific areas like Reservations, cleanliness at stations and in trains, maintenance of coaches, catering services, etc. As the problems are multi-faceted involving the functioning of different departments of Railways, the multi-discipline character of Service Improvement Groups ensures co-ordinated and comprehensive action. Railways have set up several groups or task force at headquarters/divisional/station levels to bring about all round improvements.

Dropout of Scheduled Tribes students at primary levels

3919. SHRI HARIHAR SOREN: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government are aware of large-scale dropout of Scheduled Tribe students from the educational institutions particularly at primary levels;

(b) whether any State-wise enquiry has been conducted to know the reasons of dropout;

(c) if so, what are the reasons therefor; and

(d) the efforts made by Government to see that strength of the tribal students is not decreased?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (d). No comprehensive State-wise study for assessing the differential in the drop-out rates for various groups has been made. The drop-out rates in general are high due to socio-economic reasons. To reduce the drop-out rates, various measures have been suggested to State/UTs. In the case of tribal students, more concentrated attention is being given particularly by quantifying monetary inputs from the general schemes for education into Tribal Sub-plans.

Stone-quarrying endangers Gomateshwara Statue

3920. SHRI S. B. SIDNAL:
SHRI T. R. SHAMMANNA:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government are aware that illegal stone-quarrying and the use of dynamite in the areas surrounding the 1,000 year old granite monolith of Gomateshwara at Shravanabelagola in Karnataka have posed a threat to the great statue; and

(b) whether Government in consultation with the Archaeological Survery of India would advise the State Government to stop quarrying near the area where the statute stands?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). With a view to ensuring that no quarrying and blasting operations take place in the area around the Statue of Gomateshwara, Central Goverament has issued a notification declaring the area as prohibited under the Ancient Monuments and Archaeological Sites and Remains Rules, 1959. No blasting and quarrying operations have taken place within this prohibited area after its demarcation in the last week of September, 1982. For keeping a close watch and to check illegal blasting and quarrying operations, the State Government has posted a separate Police force at Sravanabelgola.

Selling of loose Tablets by chemists

3921. SHRI SHEO SHARAN VERMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that a chemist cannot sell any tablet in loose form i.e. without any cylophene/printed covering indicating the name of the manufacturer, date of manufacture, price etc.;

(b) if so, how is that some of the chemists in Delhi are adopting such undesirable practices; and

(c) details of measures taken to check the same?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c). Under Rule 65(19) of Drugs and Cosmetics Rules 1945 the supply by retail of any drug in a container other than the one in which the manufacturer has marketed the drug, shall be made only by dealers who employ the services of a 'qualified person' and such supply shall be made under the direct supervision of the 'qualified person' in an envelope or other suitable wrapper or container showing the following particulars on the label:

(a) Name of the drug,

(b) the quantity supplied,

(c) the name and address of the dealer.

No complaint against any chemist in Delhi in this regard has been

received by the Drug Control Organisation of Delhi Administration.

Uniformity in Octroi Duty

3922. SHRI MOHAMMAD ASRAR AHMAD: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that octroi duties or toll-tax required to be paid by the transporters of trucks and other vehicles entering from one State to another are differing widely from State to State;

(b) whether it is proposed to take steps to make these octroi duties uniform or substitute them by a Central cess with a view to facilitate free and quick movement of goods and passengers from State to State; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI): (a) to (c). The Government of India has been impressing upon the State Governments the need for abolition of Octroi. Out of 22 States, octroi is being levied in ten. Rates differ from State to State.

In a Conference of Chief Ministers of States convened by the Union Finance Minister in September, 1980 he had stated that abolition of octroi was in the interest of States and should be removed in progressive stages. He had suggested that as a first step, octroi should be given up in respect of places having a population of less than 2 lakhs. He stated that loss in revenue could be met in some way or the other and if necessary by a suitable surcharge on Sales Tax and passing on the proceeds to the respective municipalities. The Union Finance Minister's suggestion was by and large favourably received by the Chief Ministers.

ट्रकों के लदान-वजन में एक-समानता

3923. श्री मोती भाई आर० चौधरी : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) देश के विभिन्न राज्यों में ट्रकों के लदान-वजन में एक-समानता न रखने के क्या कारण हैं ;

(ख) उन राज्यों के ट्रांसपोर्ट को वित्तीय हानि से कैसे बचाया जा सकता है, जिन्होंने नियमों के अन्तर्गत दिये गये वजन से ट्रकों का लदान-वजन कम निर्धारित कर रखा है ;

(ग) क्या इस संबंध में दिनांक 29 सितम्बर, 1982 को गुजरात की ट्रांसपोर्ट एसोसिएशन ने उन्हें कोई अभ्यावेदन भेजा है ;

(घ) यदि हां, तो सभी राज्यों में ट्रक के लदान वजन में एक समानता सुनिश्चित करने के लिये सरकार द्वारा क्या उपाय किये जा रहे हैं, तथा ऐसा कब तक हो जायगा ; और

(ङ) विद्यमान नियमों के अन्तर्गत पश्चिम बंगाल, मध्य प्रदेश और राजस्थान में निर्धारित पंजीकृत लदान वजन क्या है और अनुमत अतिरिक्त लदान वजन की प्रतिशतता क्या है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री सीता राम केसरी) : (क) (ख), (घ) और (ङ) : प्रत्येक राज्य सरकार/संघ क्षेत्र प्रशासन पहले अपने अपने यहां माल ढोने वाली गाड़ियों के संबंध में अधिकतम रजिस्टर्ड लदान भार/सुरक्षित धुरा भार निर्धारित करता था । लेकिन मोटर यान (संशोधन) अधिनियम, 1982 के द्वारा मोटर यान अधिनियम, 1937 में संशोधन होने के पश्चात

इस प्रकार की सीमा निश्चित करने का अधिकार अब केन्द्रीय सरकार को है जिससे कि सभी राज्यों आदि में रजिस्ट्रेशन करने वाले प्राधिकरण 1-10-1982 से समान आधार पर रजिस्टर्ड लदान भार/सुरक्षित धुरा भार निश्चित कर सके। सारे देश में इन आदेशों के कार्यान्वयन के बारे में सीमाओं के निश्चित करने से संबंधित निर्देशों के बारे में एक अधिसूचना जारी कर दी गयी है।

(ग) जी हां।

Uniformity Criteria for Admission in Medical Colleges

3924. SHRI D. L. BAITHA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that certain percentage of seats in the Medical Colleges of States as well as Centre are reserved for students of various categories viz. Scheduled Caste. Scheduled Tribes, Political sufferers' wards and also the citizens of some neighbouring countries like Nepal, etc;

(b) if so, the creteria adopted in admissions of these students;

(c) whether it is a fact that no uniform criteria is followed in medical colleges so much so that some of them have completely relaxed the marks criteria in favour of students belonging to Scheduled Castes, Scheduled Tribes, wards of Political sufferers and also for those students paying capitation fee and yet others have relaxed 10 per cent lower marks for Scheduled Castes, Scheduled Tribes students but no marks criterion has been fixed for students paying capitation fee or donations; and

(d) whether Central Government would like to give directive for a uniform criteria particularly in the case of admissions of Scheduled Castes and Scheduled Tribes students?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (d). Seats are reserved in Central institutions imparting Undergraduate Medical Education for Scheduled Caste/ Scheduled Tribes. Seats are also reserved in Medical Colleges under the State Governments for various categories like Scheduled Castes, Scheduled Tribes, Backward Classes etc. under rules framed by the State Governments/institutions for admission to the Medical colleges. The extent of such reservations differ from State to State. With the approval of the Central Government, the Medical Council of India in their regulations have laid down the minimum pass percentage of 50 per cent in English and Science subjects taken together in case of general students are 40 per cent in case of students belonging to the Scheduled Castes/ Scheduled Tribes for admission to Medical Colleges.

Shortage of filtered water and electricity in Sarojini Nagar quarters

3925. SHRI K. P. TIWARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that residents of type I & II quarters of Railway Colony, Sarojini Nagar, New Delhi, have been complaining about shortage of filtered water and irregular supply of electricity, particularly since last four months; and

(b) if so, what remedial measures have been taken by the concerned authorities?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS SHRI MALLIKARJUN): (a) Yes, there have been some complaints regarding shortage of water supply, loadshedding, and low voltage in type I & II quarters in railway colony Sarojini Nagar, specially during summer months.

(b) Water is drawn from Municipal Mains. Whenever there is a fall in pressure in the municipal supply, the supply of water to Railway quarters is also affected. Because of growth in the area, including railway colony, station complex at Sarojini Nagar and consequent system overloading, low voltage is experienced in peak summer. To over come the difficulties of the residents, the work of provision of individual taps in the quarters is in progress, and will be completed shortly. Two improvement schemes for electric power supply arrangements have been finalised with NDMC. Of the two one scheme has already been executed. The execution of the other is expected to be completed by end of December, 1982.

Pension to Infirm and Old Farmers

3926. SHRI ANANTHA RAMULU MALLU: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether Union Government have granted pension to the infirm and old farmers; and

(b) if so, the names of such States as well as the number of old and infirm farmers who are getting pension in different States?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir.

(b) Does not arise.

Cancellation of Salt in Rajasthan on Metre Gauge Lines

3927. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that during the last 30 years salt was being loaded at several metre guage stations from salt production centres in Rajasthan for straight and uninterrupted transport via Achanera to different stations in U.P. and Bihar;

(b) if so, whether the Railway Board cancelled such loading arrangement a few months back;

(c) what are the reasons therefor;

(d) how will Rajasthan salt reach directly now, without intermediate transhipments, Tamkui Road in U.P. Hasanpur Road and Purnia Court in Bihar and other railway stations in North India;

(e) whether under the new arrangement where direct metre gauge transport is stopped and salt is moved through different transhipments, the transport costs have increased and considerable delays are caused; and

(f) whether it is proposed to revert to the old system of transporting salt straight through metre gauge lines?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). After conversion of Lucknow—Gorakhpur—Chhapra section into broad gauge, the main metre gauge route for the North Eastern side was no longer there. Only one goods train per day can be run over the remaining metre gauge loop section route which is being utilised for movement of perishables and other important traffic. Due to this, the movement of salt from metre gauge stations to destinations east of Gonda on North Eastern and Northeast Frontier Railways by all metre gauge route is not fesible now Salt from metre gauge stations can be booked only to broad gauge terminals on North Eastern and Northeast Frontier Railways and will be transhipped on the originating Railway itself. Metre gauge stations are, however, permitted to load salt

for Metre Gauge destinations west of Gonda.

(d) In view of the restriction on movement of salt by the all metre gauge route for destinations each of Gonda, salt from Rajasthan for destinations such as Tamkui Road, Hasanpur Road and Purnia Court can be transshipped at Delhi Sarai Rohilla and carried to the Broad Gauge terminals nearest to these stations.

(e) As the all metre gauage route involves movement over the Gorakhpur-Siwan-Chhapra loops which have very inadequate facilities and it also involves several reversals of the trains, the pattern has been revised to enable expeditious movement of the traffic by doing maximum movement over the Broad Gauge which is much quicker.

(f) No.

Speech made by Shri Berwa at Sub-committee of Human Rights Commission

3928. SHRI G. NARASIMHA REDDY:
SHRI BALASAHEB VIKHE PATIL:
SHRI S. M. KRISHNA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news item in Indian Express dated 22 July, 1982 pointing out that at the Human Rights Sub-Committee meeting at Geneva recently one Shri Berwa an Indian settled in U.S.A. criticised the Government of India for its treatment towards Harijans and other minority communities;

(b) if so, the status of Shri Berwa and the capacity in which he spoke at the meeting; and

(c) reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir.

(b) Dr. Laxmi Berwa, who is the President of Volunteers in Service to India's Oppressed and Neglected (VISION), Maryland, USA, was enabled to speak at the Sub-Commission meeting by the London based "Minority Rights Group" a non-governmental organization enjoying consultative status with the UN.

(c) The points made by Dr. Berwa were effectively refused by India's nominee in the Sub-Commission. The matter was also the subject of discussion with the U. K. authorities.

New Suburban Trains in Howrah and Sealdah Divisions of Eastern Railway

3929. PROF. RUP CHAND PAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering any proposal to introduce 10 pairs of new suburban trains in the Howrah and Sealdah Divisions of Eastern Railway;

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No, not at present.

(b) Does not arise.

Deployment of CRP at the Port and Marine House areas in Calcutta

3930. Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Federation of Trade Unions of Port, Dock and Seamen affiliated to Indian National Trade Union Congress have demanded the deployment of Central Reserve Police at the Port and Marine House areas in Calcutta; and

(b) if so, the action taken thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) Yes.

(b) Central Reserve Police Force is not deployed for guarding Government offices or industrial undertakings. Accordingly, it was not considered advisable to deploy CRPF for guarding offices of Director, Seamen's Employment and Principal Officer, Mercantile Marine at Calcutta.

New Creches

3931. SHRI P. RAJAGOPAL NAIDU: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether relaxation is given to start new creches in the country above the present ceiling limit in view of the representations made for it; and

(b) if so, the number of creches to be started during 1982-83?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b) This is under consideration of Government.

Survey of Cochin-Bodinayakanoor Line

3932. SHRI GEORGE JOSEPH MUNDACKAL: Will the Minister of RAILWAYS be pleased to state:

(a) when is the survey of Cochin-Bodinayakanoor likely to start;

(b) how much time will it take for completing the survey; and

(c) is it a fact that Kerala State got only 30 per cent of railway line comparing to all India level on population basis?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Survey was sanctioned on 21.6-82 and survey work is in progress.

(b) About one year.

(c) No, it is higher.

सीकर से दिल्ली और कलकत्ता के लिये प्रथम और द्वितीय श्रेणी के शायिका डिब्बों की व्यवस्था

3933. **श्री कुम्भा राम आर्य** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि प्रथम श्रेणी और द्वितीय श्रेणी के शायिका डिब्बों के अभाव में सीकर जं० (राजस्थान) से दिल्ली और कलकत्ता जाने वाले यात्रियों को बड़ी असुविधा होती है ; और

(ख) यदि हां, तो इस कठिनाई को दूर करने के लिये क्या कदम उठाये जा रहे हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) और (ख) : भाप कोयले की भारी कमी तथा मेल लेने वाली संबद्ध गाड़ियों अर्थात् 17 अप/18 डाउन सवाई माधोपुर लुहारू एक्सप्रेस के रद्द कर दिये जाने के परिणामस्वरूप सीकर से दिल्ली और कलकत्ता जाने वाली यात्रियों को पहले एवं दूसरे दर्जे का एक मिश्रित यान और दूसरे दर्जे का एक शयनयान उपलब्ध नहीं हुये थे। 4-9-82 से इन गाड़ियों को फिर से चला दिये जाने से अब सीकर के यात्रियों को ये सवारी डिब्बे उपलब्ध करा दिये गये हैं ;

Invitation to Prince Sihanouk to Address Non-Aligned Conference

3934. SHRI MOOL CHAND DAGA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether attention of the Government of India has been drawn to the news report regarding inviting Prince Sihanouk to address the forthcoming VII Non-aligned summit in New Delhi.

(b) if so, what is the reaction of Government in view of the fact that the Government of India recognises the Heng Semarin regime as the true Government of Kampuchia; and

(c) whether the Government will like to invite the Head of the Democratic Republic of Kampuchia to participate in the Summit Conference?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir.

(b) and (c) The Government of India recognises the People's Republic of Kampuchea as the legitimate Government of that country. Government's approach to the questions raised will be decided with due regard to the prevailing practice of non-aligned conferences in deciding such matters.

पूर्वोत्तर रेलवे द्वारा क्लर्कों के चयन की प्रक्रिया

3935. श्री तारिक अनवर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान पूर्वोत्तर रेल सेवा आयोग द्वारा क्लर्कों, कोचिंग क्लर्कों बुकिंग क्लर्कों का चयन करने की और तथा प्रशिक्षण के परिणामों के आधार पर उनकी नियुक्ति करने की ओर दिलाया गया है ;

(ख) यदि हां, तो क्या अन्य रेल सेवा आयोगों में इस प्रकार की प्रक्रियायें अपनाई जा रही हैं ;

(ग) यदि हां, तो कौन-कौन सी रेल सेवा आयोग में यही प्रक्रिया अपनाई जा रही है ; और

(घ) यदि नहीं, तो पूर्वोत्तर रेलवे द्वारा इस प्रकार की प्रक्रिया अपनाये जाने के क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) से (घ) सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जाएगी ।

Diversion of DTC Bus Route Nos. 480 and 490

3936. SHRI R. L. P. VERMA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether people living in Amritpuri 'B' Garhi, Sant Nagar and East of Kailash are facing a lot of difficulties in the absence of facility of bus route Nos. 480 and 490; and

(b) if so, whether Government propose to divert these bus routes through Amritpuri, Garhi, Sant Nagar, Sapna Cinema for the convenience of commuters?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESARI): (a) The residents of Amritpuri 'B' Garhi, Sant Nagar and East of Kailash can avail o fthe facility of 26 routes including Route No. 480 which are available at nearly bus stops throughout the day; Route No. 490 does not cover these areas. However, the commuters of these areas can avail other services on route No. 433, 440 and 470 for Regal which are available from nearby places throughout the day.

(b) There is no such proposal under consideration at present.

Falling Standard of Medical Education

3937. DR. KRUPASINDHU BHOI: Will he Ministe of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether attention of Government has been drawn to the falling standard of medical education;

(b) if so, the steps proposed to be taken by Government in the matter;

(c) whether the report of the Medical Education Review Committee has been received; and

(d) if so, the salient features thereof and the steps envisaged to implement the same and if not, the reasons for the delay?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b). The Medical Council of India have found some deficiencies in a few medical colleges with reference to the standards stipulated by it. The Council have addressed the concerned institutions/Universities and State Governments to remove these deficiencies.

(c) and (d). The Review Committee have submitted a part report to the Government and the final report is expected by the end of December, 1982.

National Highways Damaged due to Floods

3938. SHRI LAKSHMAN MALLICK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the extent of damages caused to the National Highways due to floods of August-September, 1982;

(b) the names of the National Highways which suffered damages; and

(c) the extent of financial help provided for repairing and reconstructing those National Highways?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESARI): (a) Damages caused due to heavy and concentrated rain-fall and floods to National Highways have been in the form of submergence, breaches and overtopping of certain stretches, and formation of cracks, undulations, depression and pot-holes *etc.* in the road pavement.

(b) State Governments have reported damages to National Highway Nos. 1, 1A, 2, 3, 4, 4A, 5, 5A, 6, 7, 8, 8A, 11, 12, 15, 17, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 31A, 31C, 34, 36, 37, 38, 39, 40, 42, 43, 44, 47, 48, 48B, 52 and 52A.

(c) Urgent temporary restoration measures have been undertaken to ensure movement of traffic. So far, a sum of about Rs. 113.00 lakhs has been released to various States for flood damage repairs. Further allotments are received from the estimates are received from the States for restoration of damaged roads to pre-flood conditions.

दिल्ली के लिए सीकर तथा नवलगढ़ में टिकटों की खरीद

3939. श्री भीम सिंह :
श्री सत्येन्द्र नारायण सिन्हा :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली या दिल्ली के बाद उत्तर तथा पूर्व के लिये पिछले दो वर्षों के दौरान सीकर, नवलगढ़, मुकुन्दगढ़, निरा, झुंझनू, रतनसर, चिड़ावा, सूरज-

यह, रेलवे स्टेशनों पर श्रेणीवार कितने टिकट खरीद गये ; और

(ख) इन स्टेशनों पर पहुंचे यात्रियों की श्रेणीवार संख्या क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) और (ख) एक विवरण सभा पटल पर रखा जाता है ।

[देखिए संख्या 5666/82]

इन्दौर-दोहद तथा खंडवा-दोहद का सर्वेक्षण कार्य

3940. श्री दिलीप सिंह भूरिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इंदौर-दोहद तथा खंडवा-दोहद रेल लाइनों का सर्वेक्षण कार्य किया गया है ;

(ख) यदि हां, तो अब तक क्या प्रगति हुई है ; और

(ग) इन दो रेल लाइनों के सर्वेक्षण के लिये चालू वित्तीय वर्ष के बजट में क्या प्रावधान किया गया है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) और (ख) इंदौर-दोहद लाइन के लिये सर्वेक्षण से सम्बन्धित क्षेत्र कार्य शुरु कर दिया गया है। खंडवा-दोहद लाइन के लिए सर्वेक्षण करने का कोई प्रस्ताव नहीं है।

(ग) इंदौर-दोहद को नये सर्वेक्षण के रूप में 1982-83 के बजट में शामिल कर लिया गया है जिसके लिये 1.8 लाख रुपये के परिव्यय की व्यवस्था की गयी है।

Loss suffered by Bombay Port Trust due to occupation of berth by Bhoja Mariner

3941. SHRI BABURAO PRANJAPE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a vessel 'Bhoja Mariner' has been idling since June 8, 1982;

(b) if so, reasons therefor;

(c) losses sustained by the Bombay Port Trust on account of occupation of the berth for such a long time under berth hire, wharfage and crane hire charges and loss to other ships on account of pre-berthing detentions;

(d) whether it is a fact that while customs claims for short landing are realised from the agents, same procedure is not being followed so far as the port dues are concerned from the agents of the aforesaid ship;

(e) whether the crew of a vessel under agency of a firm was on strike for 50 days this year and the agent had to take the vessel out to stream at their own cost; and

(f) if so, reasons for different rule being followed with the agent of the vessel 'Bhoja Mariner'?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) and (b). Yes. Port clearance was not given to the vessel 'Bhoja Mariner' which was ready to sail on 6-6-1982 following its owners' refusal to meet their financial obligations to Bombay Port Trust arising out of the capsizing of their other vessel 'Bhoja Pioneer' on 9-5-1982. The vessel 'Bhoja Mariner' is also under attachment since 9-7-1982 under the orders of Bombay High Court on account of two suits filed by M/s. Roadmaster Industries Pvt. Ltd., and M/s. Goa Diving and Salvage Co.

(c) The estimated losses to Bombay Port Trust on account of occupation of berth by Bhojo Mariner is approximately Rs. 14.31 lakhs upto 31-10-1982 as per details given below:

(i) Berth hire charges from 22-5-82 to 31-10-82.—Rs. 7.10 lakhs.

(ii) wharfage upto 31-10-82 which could have been earned if the berth was available for cargo operations.—Rs. 5.29 lakhs.

(iii) Cranage upto 31-10-82 which could have been earned if berth was available for cargo operations.—Rs. 1.92 lakhs.

The above losses are in the nature of damage caused by loss of possible income. However, no ship had suffered pre-berthing detention by reasons of occupation of a berth by Bhoja Mariner.

(d) Under Section 147 of the Customs Act, 1962, where any duty is not levied is short levied, such duty can under certain circumstances, be recovered from the agents. Similarly the Port charges accrued on a vessel at berth and payable by the Agents on behalf of the owners are recovered from the Agents. However, in the present case there are consequential losses to Port Trust on account of wharfage and cranage charges. As there is no specific provision to recover such losses either in the port bye-laws or the statutory enactments, Bombay Port Trust is considering filing a suit against Bhoja Mariner for settlement of outstanding port liabilities and damages.

(e) Yes. It is a fact that vessel Magdi Yakub remained at berth at Bombay Port from 15-2-1982 to 21-3-82 on account of some promlems between crew of the vessel and its owners. The agent was forced to move the vessel to anchorage on 21-3-82.

(f) It is not correct that a different rule is being followed with the agent of the vessel 'Bhoja Mariner'. This vessel could not be shifted from the berth as it was under attachment under the orders of High Court on suits brought against the owners by the private parties.

Violation of W.H.O. baby food code and advertisement of infant milk food

3942. PROF. AJIT KUMAR MEHTA:
SHRI P. M. SAYEED:

Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether Government are aware of the violation of W.H.O. baby food code banning all direct advertisement of infant milk food and requiring the maufacturers to display on the product labels words recognising the superiority of mother's milk and also prohibiting distribution of free samples by the manufacturers; and

(b) if so, what action has been taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). ing the manufacturers to display on the International Code of Marketing of Breast-milk substitutes in the form of a recommendation rather than as a regulation.

The Government of India had constituted a Working Group on Production and Marketing of Infant Foods. The Working Group considered the International Code of Marketing of Breast-milk substitutes and submitted its Report in April 1981.

The Report of the Working Group is under consideration of the Government.

There is, therefore, no question of violation of any code so far.

Goods train looted near Murarai Railway Station in Birbhum District

3943. SHRI M. V. CHANDRASHEKARA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a goods train carrying foodgrains was looted on 12 October, 1982 near Murarai Railway Station in Birbhum District of Calcutta;

(b) if so, total foodgrains looted;

(c) whether any enquiry was conducted;

(d) if so, whether culprits have been arrested; and

(e) what measures have been taken to check such type of incidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No. On 12-10-82, a case of theft of wheat bags by 5-6 local criminals from a wagon of a goods train was reported between Banshlai Bridge and Murarai Railway Stations situated in Birbhum District.

(b) Actual shortage of the contents of the wagon is not yet known.

(c) Yes. Government Railway Police Station, Sainthia registered a case No. 2 dated 12-10-82 under Section 379/461 IPC and joint raids by the Government Railway Police, Civil Police and the Railway Protection Force were conducted. Government Railway Police took up vigorous investigations of the case.

(d) Yes, 2 culprits were arrested and 2 of the stolen bags could be recovered.

(e) The following measures have been taken to check such type of incidents:—

(i) Track patrolling and escorting of goods trains have been intensified;

(ii) Vigorous investigation has been taken up to book all criminals involved in this case;

(iii) Frequent joint raids by RPF and Police on criminals and receivers are being conducted;

(iv) Surveillance over movement and activities of criminals operating on the railways is being maintained;

(v) Orders have been issued for escorting of goods trains carrying foodgrains to the extent possible; and

(vi) Cooperation of the Superintendent of Police/Birbhum District and other Government Railway Police, Civil Police of the area has been sought for by the R.P.F. to prevent the recurrence of such incidents.

Diversion of fund meant for Howrah-Seakhala project

3944. SHRI AJIT BAG: Will the Minister of RAILWAYS be pleased to state:

(a) what are (i) budget allocations during each of the last ten financial years for construction of B.G. line in the area served by former Howrah-Seakhala Light Railway, (ii) expenditure in each of the aforesaid years; and (iii) items of works where the amount originally sanctioned for the aforesaid project were diverted;

(b) particulars of letters issued by Railway Board similar to that bearing No. 81-B-3-122 dated 21 November, 1981 to the General Manager, Eastern Railway, and amount of diversions allowed under each of the said orders;

(c) circumstances or basis under which it was laid down in the aforesaid order that funds for Howrah-Seakhala project for 1982-83 be diverted to other work and outlays shown against this work; and

(d) whether it would be feasible to provide for this project in the current

financial year a sum equivalent to that diverted in the previous years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Allocation made for this project is as follows:

1974-75	.	Rs. 10.0 lakhs
1975-76	.	Rs. 1.0 lakh
1976-77	.	Rs. 1.0 lakh
1977-78	.	Rs. 1.0 lakh
1978-79	.	Rs. 0.01 lakh
1979-80	.	Rs. 0.01 lakh
1980-81	.	Rs. 10.0 lakhs
1981-82	.	Rs. 0.01 lakh
1982-83	.	Rs. 10.0 lakhs

Expenditure incurred so far is 'nil'.

(b) Particulars of letters issued in regard to allotment of funds for this work during the past few years are summarised below:—

latter number	Instructions issued
75—B—4148 dated 14-11-1975	The estimate of the work has not been senctioned so far.
78—B—122 dated 24-11-1978	The work will have to remain frozen. Only token allotment is to be made.
79—B—122 dated 19-11-1979	The work will continue to stand frozen.
80—B—122 dated 29-11-1980	Land for this work will not be taken over unless the Railway is in a position to substantially progress the work as otherwise it may go under encrochment. Funds for this work may be diverted to other wroks.

(c) Due to severe constraint on the availability of resources, priority has been given to Howrah-Amta rail link which is in progress. In view of the continuing constraint of funds, and the need to complete the on-going schemes which have made sufficient progress, expeditiously, diversion of funds is resorted to as and when considered necessary, instead of spreading out the available resources thinly on all schemes. It is in this background, that the Eastern Railway were advised in the letter mentioned, for diversion of the funds.

(d) No.

Legislation on Indian Council of Para Medical Rehabilitation Profession

3945. SHRI K. C. PANDEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 4041 dated 18th March, 1981 regarding proposed Legislation on Indian Council of Para-medical Rehabilitation Profession and state:

(a) whether in view of the recommendation made by DGHS to establish a Council of Para-medical Personnel, Government have since completed the procedural and other formalities by now;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and by what time it will be completed?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c) The reference apparently is to the reply given to Lok Sabha Unstarred Question No. 4041 dated 19th March, 1982. The matter has been taken up with the State/UT Governments, some of whom are yet to convey their views.

दिल्ली नगर निगम के मलेरिया विभाग के विरुद्ध शिकायतें

3946. श्री त्रिलोक चन्द्र : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि क्या यह सच है कि दिल्ली नगर निगम के मलेरिया विभाग के विरुद्ध गत छः महिनों से लापरवाही की शिकायतें प्राप्त हो रही है और यदि हां, तो उन पर क्या कार्यवाही की गई है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री बी० शंकरानन्द) : कुछ क्षेत्रों से मच्छर नियंत्रण के लिये फागिंग-आपरेशन की मांग आती रही है । दिल्ली नगर निगम राजधानी में मच्छर-रोधी कार्यों के भाग के रूप में नियमित रूप से व्यापक मलाथियन फागिंग और लार्वा-नाशी उपाय करता आ रहा है ।

Concessional fare for students

3947. SHRI SUSHIL BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is proposed to introduce concessional fare for students of provincial universities who have to use better equipped and specialised libraries in Metropolitan cities; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Bonafide students of recognised educational institutions when travelling in a group for educational purposes are entitled to 50% concession in Second Class.

बदरपुर हायर सेकेण्डरी स्कूल

3948. श्री सज्जन कुमार : क्या शिक्षा और संस्कृति मंत्री यह बतानें की कृपा करेंगे कि :

(क) क्या बदरपुर हायर सैकेण्डरी स्कूल का भवन टूटी-फूटी अवस्था में है ; और

(ख) यदि हां, तो इसके नये भवन का निर्माण कार्य कब शुरू होने की संभावना है और इस संबंध में विलम्ब के क्या कारण हैं ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उपमंत्री (श्री पी० के० चुंगन) : (क) जी, हां ।

(ख) दिल्ली प्रशासन द्वारा दी गई सूचना के अनुसार, नये स्कूल भवन का निर्माण कार्य, दिल्ली विकास प्राधिकरण द्वारा स्कूल भवन के लिये नियमित स्थान आवंटित करने के बाद शुरू हो जायेगा ।

Bus on the Railway Tracks of New Delhi Station

3949. CHOUDHARY MULTAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that recently a drunken driver tried to ply his Bus (DLP 6165) on the New Delhi Railway Station track after getting on the track through the State Entry Road;

(b) if so, details thereof; and

(c) how is that the security failed to check the entry of a bus on the railway track thereby showing complete failure of security arrangements existing at the railway station?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN

THE DEPARMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). On the night of 17/18-10-1982 at about 0.10 hrs. one tourist Bus No. DLP-6165 rashly and negligently driven by its driver, who was reportedly under influence of liquor, entered the State Entry Road towards the Tourist Platform and suddenly took a turn towards New Delhi Central Reservation Office. The driver took the motorable path of the Local Purchase Office and entered the Railway Yard through the Shunting Neck, keeping one side wheels in the track and the others on the Kacha path. He could only ply the bus upto ceremonial platform and due to commotion at the platform he ran away abandoning the bus on the track.

On receipt of the information, Delhi Railway Police and Railway Protection Force reached the spot and the bus was removed from the track with the help of a crane. GRP/New Delhi registered a case *vide* FIR No. 421 U/S 279/336 IPC and 129 IRA dated 18-10-1982. There was no casualty or damage to the railway property. The bus, belonging to one Shri Ajit Singh, 8-A, Scindia House, New Delhi was impounded.

There does not appear to be any security lapse, as the tourist buses are allowed on the State Entry Road for the use of bonafide tourists occupying Coaches stabled on the Tourists Platform on State Entry Road.

Person engaged under Anganwady scheme

3950. SHRI B. K. NAIR: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) the number of persons, teachers and helpers employed under the Anganwady scheme, State-wise;

(b) the terms and conditions of their employment;

(c) whether it is proposed to offer them emoluments commensurate with their minimum requirements and on a scale comparable to teachers in primary schools; and

(d) whether it is proposed to put the scheme on a permanent basis, if so the details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) A Statement showing State/Union Territory-wise number of Integrated Child Development Services (ICDS) Projects and the number of Anganwadi workers and helpers sanctioned upto 1982-83 is attached.

(b) The Aganwadi Workers and helpers are honorary workers drawn from the local community. An Anganwadi Worker receives an honorarium of Rs. 175/- per month if she is a matriculate, and Rs. 125/- per month if she is a non-matriculate. If she runs functional literacy classes for adult women, she receives an additional honorairum of Rs. 50/- per month. A helper gets an honorarium at the rate of Rs. 50/- per month.

(c) No, Sir. They are not Government Servants. They are honorary workers drawn from the local community.

(d) The Integrated Child Development Services (ICDS) Scheme was started on experimental basis in 33 Blocks during the year 1975-76. Based upon the success of the Programme, it has been decided to launch 1,000 projects by the end of the Sixth Five Year Plan.

Statement

Sl. No.	State/Union Territory	No. of ICDS Projects sanctioned	No. of Anganwadi workers sanctioned	No. of Helpers sanctioned
1	2	3	4	5
1	Andhra Pradesh	44	3909	3909
2	Assam	20	2535	2535
3	Bihar	55	5330	5330
4	Gujarat	29	2979	2979
5	Haryana	14	1556	1556
6	Himachal Pradesh	7	483	483
7	Jammu and Kashmir	7	581	581
8	Karnataka	31	4634	4634
9	Kerala	23	2478	2478
10	Madhya Pradesh	43	4034	4034
11	Maharashtra	51	3877	3877
12	Manipur	7	657	657
13	Meghalaya	7	564	564
14	Nagaland	7	421	421
15	Orissa	27	2140	2140
16	Punjab	17	1795	1795
17	Rajasthan	29	3157	3157
18	Sikkim	2	300	300
19	Tamil Nadu	30	3000	3000
20	Tripura	7	690	690
21	Uttar Pradesh	81	8256	8256
22	West Bengal	45	5664	5664
23	Arunachal Pradesh	7	217	217
24	Andaman and Nicobar	3	148	148
25	Chandigarh	1	160	160
26	Dadra and Nagar Haveli	1	100	100
27	Delhi	12	1395	1395
28	Goa, Daman and Diu	6	407	407
29	Lakshadweep	1	50	50
30	Mizoram	3	254	254
31	Pondicherry	2	231	231
	TOTAL	620	62002	62002

राजस्थान में अनुसूचित जातियों/अनुसूचित जनजातियों के लिए छात्रवृत्ति

3951. श्री विरदा राम फूलवरिया : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान में छात्रवृत्ति का लाभ उठाने वाले अनुसूचित जातियों और अनुसूचित जनजातियों के छात्रों की संख्या क्या है ; और

(ख) पहले से निर्मित और भविष्य में निर्माण किए जाने वाले छात्रावासों की जिलेवार संख्या क्या है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० चुंगन) : (क) शिक्षा मंत्रालय और गृह मंत्रालय की विभिन्न योजनाओं के अन्तर्गत 1981-82 में राजस्थान के छात्रवृत्ति प्राप्त अनुसूचित जातियों और अनुसूचित जनजातियों के छात्रों की संख्या नीचे दी गई है :—

1. शिक्षा मंत्रालय

(1) अनुमोदित आवासीय माध्यमिक स्कूलों में छात्रवृत्ति योजना—6

(2) ग्रामीण क्षेत्रों में प्रतिभावान बच्चों के लिए माध्यमिक स्तर पर राष्ट्रीय छात्रवृत्ति योजना—

(i) प्रति जनजातीय सामुदायिक विकास खण्ड में अनुसूचित जनजातियों के लिए 2 छात्रवृत्तियां

(ii) प्रति सामुदायिक विकास खंड में अनुसूचित जाति के लिए 1 छात्रवृत्ति।

2. गृह मंत्रालय

अनुसूचित जातियों और अनुसूचित जनजातियों को उत्तर मैट्रिक छात्रवृत्ति योजना—16656

(ख) गृह मंत्रालय द्वारा संचालित अनुसूचित जातियों के वास्ते लड़कियों के छात्रावासों के निर्माण हेतु केन्द्र प्रायोजित सहायक अनुदान योजना के अन्तर्गत 10 छात्रावासों का निर्माण हो चुका है और 4 निर्माणाधीन हैं। जिले-वार सूचना उपलब्ध नहीं है।

Appointment of full time chairman of Hindustan Latex, Trivandrum

3952. SHRI A. NEELALOHITHADASAN NADAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) why a retired Government servant who is a politician was appointed as full time Chairman of Hindustan Latex, Trivandrum when there are plenty of qualified, experienced and efficient senior executives available for such posts; and

(b) whether the Bureau of Public Enterprises/UPSC has approved appointment as per rules?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) A retired Government Servant was appointed as Chairman of Hindustan Latex Ltd. because he was considered fit for the job.

(b) The appointment of a Chairman of Central Public Enterprise does not require the approval of Bureau of Public Enterprises or the Union Public Service Commission.

रेल कर्मचारियों को मकान किराया भत्ता

3953. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेल कर्मचारियों को मकान किराया भत्ते का भुगतान करने का नियम है ·

(ख) यदि हां, तो तत्सम्बन्धी ब्यौरा क्या है ;

(ग) क्या यह सच है कि सरकारी मकान में रह रहे रेल कर्मचारियों को मकान किराया भत्ते का भुगतान नहीं किया जाता है और उनसे किराया वसूल किया जाता है ; और

(घ) यदि हां, तो इसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप-मंत्री (श्री मल्लिकार्जुन) : (क) जी, हां ।

(ख) मकान किराया भत्ते के भुगतान से संबंधित नियम में अन्य बातों के साथ-साथ यह उल्लिखित है कि जिन रेल कर्मचारियों के पास रेलवे के क्वार्टर नहीं है उन सभी रेल कर्मचारियों को वर्गीकृत शहरों अर्थात् श्रेणी 'क', ख–1, ख–2 और 'ग' शहरों के लिये स्वीकृत दरों पर मकान किराया भत्ता देय है ।

(ग) जी, हां ।

(घ) वर्तमान नियमों, जो रेल कर्मचारियों सहित सभी केन्द्रीय सरकार के कर्मचारियों पर समान रूप से लागू हैं, में उन कर्मचारियों को, जिसके पास केन्द्रीय सरकार/रेलवे के क्वार्टर हैं, मकान किराया भत्ते का भुगतान करने की व्यवस्था नहीं है । मकान किराया भत्ते के भुगतान के लिये सरकारी आवास की व्यवस्था न होना मूल शर्त है । जो कर्मचारी किराया मुक्त क्वाटरों के पात्र नहीं हैं, उन्हें नियमों में निर्धारित दरों के हिसाब से किराये का भुगतान करना होता है ।

"क" तथा "ख" राज्यों को हिन्दी में लिखे गये पत्र

3954. श्री रामावतार शास्त्री : क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) 1982 के पहले छः महीनों के दौरान "क" तथा "ख" राज्यों को कितने पत्र भेजे गये तथा उनमें से कितने हिन्दी तथा कितने अंग्रेजी में भेजे गये ;

(ख) क्या राजभाषा अधिनियम, 1963 के अन्तर्गत इन राज्यों को सभी मूलपत्र हिन्दी में भेजे जाने का उपबंध है तथा उसका पालन न किया जाना उपबंध का हनन करना है ;

(ग) यदि हां; तो इन राज्यों को मूल पत्र अंग्रेजी में भेजे जाने के क्या कारण हैं ; और

(घ) भविष्य में मूल पत्र हिन्दी में ही भेजे जाने के लिये क्या कदम उठाये गये हैं ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० चुंगन) :

(क)

"क" और "ख" राज्यों को 1982 के पहले छः महीनों में भेजे गये पत्रों की कुल संख्या	हिन्दी में भेजे गये पत्र	अंग्रेजी में भेजे गये पत्र
2385	2381*	4

(*अंग्रेजी में हिन्दी अनुवाद के साथ भेज गये पत्र शामिल हैं)

(ख) राजभाषा अधिनियम, 1963 के उपबंधों के अनुसार "क" और "ख" राज्यों को पत्र हिन्दी में या अंग्रेजी में हिन्दी अनुवाद के साथ भेजे जा सकते हैं।

(ग) 1982 के पहले छः महीनों में "क" और "ख" राज्यों/केन्द्र शासित प्रदेशों को केवल 4 पत्र अंग्रेजी में जारी किये गये थे। उसका कारण विलम्ब से बचना था। फिर भी अनुदेश जारी कर दिये गये थे कि इस मंत्रालय में राजभाषा अधिनियम के उपबंधों का सख्ती से पालन किया जाये तथा सभी अधिकारियों/अनुभागों, डैस्कों और एकाकों द्वारा इन अनुदेशों का ध्यानपूर्वक अनुपालन किया जा रहा है।

(घ) "क" और "ख" राज्यों/केन्द्र शासित प्रदेशों को मूल पत्र हिन्दी में भेजा जाना सुनिश्चित करने के लिये निम्नलिखित कदम उठाये गये हैं:—

(1) इस मंत्रालय में राजभाषा अधिनियम, 1963 तथा राजभाषा ('संघ के शासकीय प्रयोजनों के लिये प्रयोग) नियम, 1976 के उपबंधों का सख्ती से पालन किये जाने के बारे में अनुदेश जारी कर दिये गये हैं।

(2) इस मंत्रालय में केन्द्रीय रजिस्ट्री को आदेश दे दिये गये हैं कि "क" और "ख" राज्यों/केन्द्र शासित प्रदेशों को कोई पत्र तब तक जारी न किया जाय जब तक कि वह हिन्दी अथवा अंग्रेजी में हिन्दी अनुवाद के साथ न हो।

(3) इस मंत्रालय में हिन्दी अनुवाद इकक को मजबूत कर दिया गया है।

Loss suffered by State Road Transport Corporation

3955. SHRI A. K. ROY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether his attention has been drawn to the news item published in the Telegraph, datd 31 August, 1982 under the caption 'States told to cut Public Transport Loss";

(b) if so, details of such loss for the last three years with the State-wise break-up;

(c) whether any concrete suggestions have been given now to minimise such losses; and

(d) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI): (a) Yes, Sir.

(b) The details of losses for the three years are given in the attached statement.

(c) and (d) In the Transport Minister's meeting held on 31-5-82, a review of performance of the State Road Transport Undertakings was made and the Transport Ministers of States stated that adequate steps were being taken to improve the performance of State Transport Undertakings.

In the National Development Council Meeting in March, 1982, the Chief Ministers agreed to set up High Level Committees in their respective States to review the working of R.T.Cs and take effective measures for their improvement. From the information available, a large number of States/Union Territories have set such High Level Committees. Central Government have initiated the process of monitoring through quarterly performance review meetings.

Statement

LOSS INCURRED BY DIFFERENT ROAD TRANSPORT CORPORATIONS DURING 1979-82, 1980-81 AND 1981-82

S.No.	Name of the Road Transport corporations	Loss for the year 1979-80 (Rs. in lakhs)	Loss for the year 1980-81 (Rs. in lakhs)	Loss for the year 1981-82 (Rs. in lakhs)
1	2	3	4	5
1	Andhra Pradesh State R.T.C.	914·05	1690·95	1485·86
2	Assam State Transport Corporation	154·72	53·44	N.A.
3	Bihar State R.T.C.	191·53	528·50	N.A.
4	Calcutta State Transport Corpn.	1598·86	1576·00	N.A.
5	Delhi Transport Corporation.	1770·00	3064·65	5115·28
6	Durgapur State Transport Corpn.	N.A.	159·42	N.A.
7	Gujarat State R.T.C.	540·05	2559·04	N.A.
8	Himachal Road Tpt. Corpn.	97·10	118·03	N.A.
9	Jammu & Kashmir R.T.C.	N.A.	99·77	74·91
10	Karnataka State R.T.C.	176·09	1096·36	900·00
11	Kerala State R.T.C.	872·32	1000·00	N.A.
12	Madhya Pradesh State R.T.C.	N.A.	732·87	675·00
13	Maharashtra State R.T.C.	983·54	3752·47	3155·81
14	Manipur State R.T.C.	55·94	42·96	46·19
15	Meghalaya Transport Corpn.	34·32	46·55	N.A.
16	North Bengal State Tpt. Corpn.	321·15	413·84	465·44
17	Orissa State R.T.C.	81·37	253·73	N.A.
18	P.E.P.S.U. Road Tpt. Corpn.	502·47	575·28	N.A.
19	Rajasthan State R.T.C.	545·07	706·70	N.A.
20	Uttar Pradesh State R.T.C.	39·72	972·41	267·94
21	Tripura Road Tpt. Corpn.	59·78	78·00	N.A.

N.A. means not available.

Absorption of Employees in Construction Deptt. under Den (Construction) Eastern Railway

3956. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 30 posts of gangmen and khalasis under DEN (construction) Eastern Railway have been approved by DRM/E. Rly./ Dhanbad and also concurred by F.A. & C.A.O. (construction), E. Rly., Calcutta for maintenance of assets created and made over by construction department to open line; and

(b) if so, the reasons for abnormal delay to absorb 30 senior workmen under DEN (Construction) Dhanbad against these posts in open line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Information is being collected and will be laid on the Table of the Sabha.

Absorption of casual labour in construction department Eastern Railway

3957. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 550 posts in class IV cadre have been approved by Railway Board against 40 per cent reserved posts in construction Department, Eastern Railway; and

(b) if so, the reasons for not absorbing the casual labourers of Construction Department, Eastern Railway against the said posts?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) Information is being collected and will be laid on the Table of the Sabha. It may however be stated that actual creation of Construction reserve posts is done by the Zonal Railway administration and not by the Railway Board.

Welfare Indian Emigrants Abroad

3958. SHRI G. Y. KRISHNAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether our Embassies are having sufficient staff to look after the welfare of Indian emigrants working abroad; and

(b) the basis for determining the adequacy of the strength of the staff in each Mission/post and for selecting the personnel?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) and (b) The Missions and Posts abroad are staffed according to the prescribed norms, taking into account the quantum of work involved (including the work relating to the welfare of Indian emigrants) and the budgetary constraints. The staff strength is reviewed from time to time in the light of these norms after on-the-spot studies by teams of Foreign Service Inspectors and other administrative means. The criteria for selecting personnel are mainly (i) functional requirements; (ii) experience, competence and aptitude including the knowledge of the region and of foreign languages.

Construction of Railway line to Porbander

3959. SHRI MOHAN LAL PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) what is the progress of the conversion of rail line upto Porbander in Gujarat; and

(b) whether Government will consider to extend the converted rail service upto the port of Porbander simultaneously when it is done upto Porbander Railway station?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The cumulative progress achieved on the second phase of the conversion project, i.e., from Hapa to Okha/Porbandar is 75 per cent, first phase having already been completed.

(b) The present proposal is to convert the M.G. line into B.G. upto Porbandar and there is no proposal to extend the B.G. line upto Porbandar port.

Advertisements by N.F.Rly.

3960. SHRI SURYA NARAYAN SINGH:
SHRI NARAIN CHAND CHOUBEY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that N.F. Railway Advertisement are not equally distributed to all the States News papers specially Patna and Calcutta; and

(b) if so, what are the details State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Information is being collected and will be laid on the Table of the House.

Waiving of demurrage charges at New Jailpaiguri

3961. SHRI SURYA NARAYAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that demurrage charges at New Jalpaiguri station North Frontier Railway have been waived by certain commercial officers to get undue benefit from one Hardware Merchant at Siliguri; and

(b) if so, what action has been taken so far?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The complaint received in this regard is under investigation.

Indian Seamen exploited during Falklands war

3962. SHRI R. L. BHATIA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether his attention has been drawn to the news item captioned 'Indian seamen exploited during Falklands war' appearing in the 'Tribune' Chandigarh dated the 11th October 1982; and

(b) if so, facts thereof and his reaction thereto?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) Yes.

(b) S. S. Uganda is a British Flag Ship owned by British India Steam Navigation Co. and managed by Peninsular and Oriental Lines. This ship is used for educational cruises for children between London and Mediteranean Ports. Except the officers and petty officers, the entire crew employed on board S. S. Uganda was being recruited from Calcutta. The total Indian crew employed on the ship was 232 before the out-break of Falkland war.

On the outbreak of the war, the British Government requisitioned this ship for converting it into a hospital ship for utilisation in the war zone. The Indian seamen were asked if they would volunteer for service in the war zone and promised National Maritime Board Wages, which are applicable to Indian seamen recruited from India on Indian and foreign ship under Indian Articles of Agreement plus 150 per cent of the NMB wages. 166 Indian seamen declined to continue and were repatriated to India. A large number of Indian seamen at Calcutta volunteered to join the ship at the promised wages and finally 64 were signed on and were

flown out of India by the agents of the company in India to join S.S. Uganda on 22-4-1982. As such there were 130 Indian seamen on board S.S. Uganda as against 124 stated in the news item.

There is no information with the Government regarding poor conditions which were unacceptable to British seamen, there is also no information whether the latter is under investigation of the Commission for Racial Equality in Britain as stated in the news item.

Demand for subway to cross Diva Basin Railway Line

3963. SHRI J. S. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the General Manager, Central Railway has received a memorandum dated 9 September, 1982 from the residents of Ayare Village, Dombivali, District Thana, demanding a subway to cross the Diva-Basin Railway line near Ayare Village; and

(b) if so, when and the action taken/being taken to meet this demand?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) The memorandum was received on 7-10-82. In the memorandum, the villagers of Ayare have asked for construction of a sub-way at chainage 35925 in the close vicinity of a subway already provided at chainage 35700 by the Railway across Diva-Basin Railway line with the concurrence of the State Government and the village Panchayat. Construction of one more sub-way at the new site at chainage 35925 i.e. only about 225 M away from the subway already provided is neither desirable nor feasible due to restricted height clearance.

Additional employment opportunity in implementing health and family welfare programme

3964. SHRI K. MALLANNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what are the main features of the programmes of Health and Family Welfare for implementation during the Sixth Five Year Plan period;

(b) what additional employment opportunity are likely to be generated by implementing those welfare programmes; and

(c) what are the likely achievement by the end of the sixth Five Year Plan?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) The main role of Health Sector envisaged in the 6th Five Year Plan is to provide better primary health care and medical services for rural areas, tribal areas, Scheduled Castes and other weaker sections of the Society, keeping in view that "The Needs of Many should Prevail Over Those of Few". Instead of the emphasis on curative aspects, a conceptual change from curative medicine to participatory, preventive and promotive health services at all levels of health system is being made. The health care system would now combine preventive, and promotive services, backed by curative services.

The Minimum Needs Programme in the States' sector would continue to be the main instrument for the development of the rural health care delivery system. It will be supplemented by the Centrally Sponsored Programme (CSP) for the Training of Medical and Para-Medical Workers.

Control of Communicable Diseases will be another area of priority. The on-going programmes of control/eradication of communicable diseases like malaria, leprosy, T.B. would be further intensified and fully integrated

with other health care programmes to ensure effective reach of these services through a network of Multi-Purpose Health Workers under the supervision of medical officers at the Primary Health Centres.

Research and Training components of these programmes would be stepped up towards the objective of developing more effectie alternate approaches to control of these diseases, particularly T.B., leprosy, and blindness which have been included in Government's new 20-Point Programme.

The Centrally Sponsored Scheme concerning Sextually Transmitted Diseases Programme will be integrated with the general health care facilities provided through the State Plans with effect from 1981-82. Goitre is one of the deficiency diseases which will be tackled in identified endemic pockets.

Attention will be paid to vector-borne diseases which are gaining in importance in the areas covered by major irrigation projects.

It is considered essential in the year ahead to re-orient medical education to meet the requirements of rural areas. The Centrally Sponsored Scheme or Re-orientation of Medical Education would be continued.

Besides providing incentives to Government doctors to serve in rural areas, efforts would be made to encourage private practitioners to settle in rural areas so that their services would supplement the efforts of Government in the field of rural health.

Postgraduate Medical Education would be rationalised to effect a balance between specialist and advanced opportunities for medical graduates.

It has been recognised that vigorous research efforts in several problem areas should be made. Research on bio-medical and public health programmes particularly communicable diseases call for a high priority. There are also areas such as economic aspects of Health Administration and Management, Contraceptive Methods the Family Planning which need attention. Cancer Research and treatment facilities will continue to be developed through a network of early detection centres/cobalt units and development of selected Regional Research and Training Centres.

Various Schemes for development and popularisation of Traditional Systems of Medicine like Ayurveda, Siddha, Unani and Homeopathy would be continued to ensure that the traditional system also contributes towards the national efforts of finding effective methods and solutions to various health problems.

The Family Welfare Programme aims at achieving population stabilisation by improving the health status of the mother and child, giving due recognition to woman's right to plan the birth of her children, freedom to the eligible couples to choose the method best suited to them, provision of adequate infrastructure for giving quality services and supplies and ensuring follow up involvement of both Governmental and non-Governmental agencies in spreading population education and eschewing coercion of any kind in promoting acceptance of family planning.

(b) It is estimated that additional employment opportunities to the extent of about 2.77 lakhs are likely to be generated during the 6th Plan period in so far as Central Health Sector, Centrally Sponsored Health Schemes and Family Welfare Schemes are concerned.

(c) With a view to achieve the goal of 'Health For All By 2000 A.D." the strategy to be followed during the 6th Five Year Plan will be as follows:—

(i) Emphasis would be shifted from development of city-based curative services and super-specialities

to tackling rural health problems. A rural health care system based on a combination of preventive, promotive and curative health care services would be built up starting from the Village as the base.

(ii) The intra-structure for rural health care would consist of primary health centres each serving a population of 30,000 and sub-centres each serving a population of 5,000. These norms would be relaxed in hilly and tribal areas. The village or a population of 1000 would form the base unit where there will be a trained health volunteer chosen by the community.

(iii) Facilities for treatment in basic specialities would be provided at community health centres at the block level for a population of 1 lakh with a 30 bedded hospital attached and a system of referral of cases from the community health centre to the district hospital/medical college hospitals will be introduced.

(iv) Various programmes under education, water supply and sanitation, control of communicable diseases, family planning, maternal and child health care, nutrition and School health implemented by different departments/agencies would be properly co-ordinated for optimal results.

(v) Adequate medical and paramedical manpower would be trained for meeting the requirements of a programme of this order and all education and training programmes will be given suitable orientation towards rural health care.

Keeping in view the long-term demographic goal of reducing the crude birth rate and the crude death rate to 21 and 9 per thousand respectively by 2000 AD, the plan envisages a performance of 22 million sterilisations, 7.9 million IUD insertions and raising the level of CC Users to 11 million raising the percentage of couples effectively protected to 36 per cent by the end of the Sixth Plan.

Rail traffic facilities within Hyderabad Metropolitan Region

3965. SHRI SUBHASH CHANDRA BOSE ALLURI:
SHRI ANANTHA RAMULU MALLU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that a traffic-cum-engineering survey was undertaken to provide rail traffic facility within the Hyderabad Metropolitan Region;

(b) if so, when it was sent to the Government by the South Central Railway authorities; and

(c) the action taken up by the Government in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) Does not arise.

Two laning of National Highways in Andhra Pradesh

3966. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Andhra Pradesh is not having two lanes National Highway in all its length: and

(b) if so, whether Government propose to sanction two laning of the remaining National Highways in that State?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESRI): (a) and (b) The total length of the National Highways in Andhra Pradesh is 2299 Kms. Out of this total length, 2087 Kms. are already two lane. Provision has been

made for widening 48 Kms. from single lane to double lane in the Sixth Five Year Plan (1980—85). The widening of the remaining single lane length to two lanes would depend on availability of resources and *inter se* priority of availability of National High way works in the country as a whole.

Police protection in Jhelum Express

3967. SHRI V. N. GADGIL: Will the Minister of RAILWAYS be pleased to state·

(a) whether it is a fact that no police protection is provided in Jhelum Express beyond Manmad; and

(b) what steps are taken to protect passsenger in this train?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) For providing Police protection to railway passengers travelling by Jhelum Express, an armed escort consisting of 1 Head Constable and 3 Constables is escorting Jhelum Express between Manmad to Pune and *vice versa*. 2 armed constables are escorting this train from Manmad to Bhusawal and vice versa.

Railway tracks in Orissa

3968. SHRI NITYANANDA MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Orissa lags much behind the other States in transportation;

(b) the length of railway track in Orissa;

(c) what is the all India average in this regard; and

(d) the steps proposed to improve the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Railway transpodtation facilities are provided according to needs of the area and subject to the priorities and availability of funds.

(b) the length of Railway track of Orissa as on 31-3-81 was 1981 (route kilometers).

(c) The All India average of railway route kilometerage per thousand square kilometres of area is 18.63.

(d) The following new lines are under construction in Orissa:—

(i) Jakhapura-Banspani new BG rail link project (176 kms.), the Ist phase of which from Jakhapura to Daitari has already been opened as a siding. Final Location Survey for the 2nd phase between Daitari and Keonjhargarh is in progress.

(2) Koraput-Rayagada new BG rail link (174.32 kms.). The construction of Koraput-Machliguda section (23 kms.) is being taken up in the Ist phase. Final Location Survey for the remaining length is in progress.

In addition, Engineering-cum-traffic Survey for construction of a new BG rail link between Sambalpur and Talcher (157.68 kms. has been recently carried out. The project report is under finalisation. Further action will be taken on receipt of project report which will be carefully examined both with regard to the technical feasibility and economic viability. The decision on construction of the new line will be taken, if necessary, in consultation with the Planning Commission, depending upon the availability of funds for new lines.

Eklakkhi—Balurghat line

3969. SHRI SAIFUDDIN CHOUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are planning to connect Eklakkhi and Balurghat in the North Bengal by Railways; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) With a view to consider provision of rail communication facilities to Balurghat, a preliminary engineering-cum-traffic survey for the construction of a new BG railway line from Eklakkhi to Balurghat (90 Kms. has been sanctioned on 22-4-1982, as an out of turn work, during the current financial year. The estimated cost of this survey is Rs. 11.72 lakhs. The survey is now well in progress. Further consideration to this project will be given after the survey is completed, reports examined from all angles, subject to availability of adequate funds for the purpose and its clearance by the Planning Commission.

Linking of tribal areas with Railway Lines

3970. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state the names of such tribal areas which will be linked with railway lines in the Sixth Plan period and what is the estimated amount required for it?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENARY AFFAIRS (SHRI MALLIKARJUN): The following New Line Projects, which are under construction and are likely to be completed in the 6th Plan periods, will link tribal areas in the following States:

N.A. means not available

S.No.	Name of the New line	Name of the State
1	Balipara-Bhalukpong	Arunachal Pradesh
2	Amguri-Tuli	Nagaland
3	Lalaghat-Bhairabi	Mizoram
4	Dharmanagar-Kumarghat	Tripura
5	Koraput-Machliguda	Orissa
6	Wani-Chanaka	Maharashtra
7	Bhadrachalam Road-Manuguru	Andhra Pradesh

The approximate requirement of balance funds to complete the above lines during the 6th Plan is Rs. 100 crores.

Conversion of lines in eastern sector

3971. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any conversion of lines programme is going on in Eastern Sector, if so, the details thereof and by when it is likely to be completed;

(b) whether Government have received any other proposal of conversion of railway linets, if so, he details thereof; and

(c) what is the Government's policy in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN

THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The following are approved conversion programmes in the Eastern Sector:

1. Barabanki-Samastipur
2. Barauni-Katihar
3. Varanasi-Bhatni
4. Samastipur-Darbhanga
5. New Bongaigoan-Gauhati
6. Katihar-Siliguri-New Jalpaiguri.
7. Gauhati-Dibrugarh

Barabanki-Samastipur conversion project has since been completed In other projects works are in progress.

(b) The proposals for following conversions have been received from time to time:—

1. Varanasi-Chhapra
2. Muzaffarpur-Raxaul
3. Aunrihar-Jaunpur
4. Phaphama-Indara
5. Sagauli-Bagha-Valmikinagar
6. Varanasi-Allahabad.
7. Darbhanga-Jayanagar
8. Mau-Shahganj
9. Gorakhpur-Chhitauni-Valmikinagar
10. Lucknow-Kanpur and Anwarganj
11. Lucknow-Malhaur
12. Katihar-Jogbani
13. Darbhanga-Nirmali
14. Saharsa-Jogbani
15. Betiah to Muzaffarpur via Natehari
16. Bathnaha-Birpur
17. Arrah-Sasaram
18. Ranchi-Lohardaga.

(c) Basically gauge conversion proposals are considered only:

1. when it is discovered that the traffic likely to develop in future cannot be handled on the existing system.

2. when the magnitude of transhipment involved is such that it is uneconomical or is not feasible at all to handle anticipated volume of traffic.

3. when it is needed for providing speedy and uninterrupted means of communication to areas which have potential for growth.

The Railways already have a large number of gauge conversion projects on hand. The funds position for the various railway projects has, however, not been satisfactory, as the funds available are not even sufficient to meet requirements of the on-going projects. As present, therefore, efforts are concentrated on those projects which have made sufficient progress, in order to complete them expeditiously, and start geting return on the investments already made.

Modification of iron ore handling system at Paradip port

3972. SHRI CHINTAMANI JENA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the modifications to iron ore handling system at Paradip Port has been completed;

(b) if so, when it will be ready for operation; and

(c) what is the total amount spent thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) Modification to iron ore handling system at Paradip Port is scheduled for completion by 31 December, 1982.

(b) by March 1983.

(c) Total amount spent till 30th September 1982 is Rs. 9,12,69,000.00.

National scholarships scheme

3973. SHRI CHINTAMANI JENA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) when was the National Scholarships Scheme started and what was the amount per scholarship stipulated for various categories of studies;

(b) the number of students benefited during the years 1980-1981 and 1982 under the scheme;

(c) whether there is any proposal to revise the amount of each scholarship; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K THUNGON): (a) The National Scholarships Scheme was started in 1961-62 and the rates of Scholarship for various courses were initially fixed as follow:—

	Day scholars	Resident scholars
	Rs. (p.m.)	Rs. (p.m.)
i. I.A./I. Sc/Pre-University course and Ist year of the 3-year degree course where such courses exist.	50/-	60/-
ii. B.A./B.Sc. and 2nd & 3rd year studies of the 3year degree course where such course exists	75/-	85/-
iii. M.A./M.Sc.	100/-	110/-
iv. Professional courses (first degree)	100/-	110/-

(b) 23000, 24,000 and 25,000 fresh scholarships were awarded during the years 1980, 1981 respectively under the scheme.

(c) and (d) The rates of scholarships have recently been revised. The new rates effective from 1st July, 1981 are given below:

	Day scholars	Hostellers
	Rs. (p m.)	Rs.(p.m.)
i. Pre-University course and I.A./I.Sc./1st year 3-year B.A./B.Sc/ B.Com etc. course.	60/-	100/-
ii. B.A./B.Sc/B.Com etc. (2nd and 3rd year courses)	90/-	140/-
iii. B.E/B.Tech/MBBS/LLB/B.Ed/Didloma in Professional & Engineering Studies etc.	120/-	170/-
iv. M.A./M.Sc./M.Com./LL.M/M.Ed.etc.	120/-	170/-

Alleged irregular award of handling contract at Katihar

3974. SHRI NARAYAN CHOUBEY: SHRI SURYANARAYAN SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that certain officers of Commercial and Accounts Department of Northeast Frontier Railway Headquarters office were found responsible for corruption charges in connection with irregular awarding of Handling Contract (Metre-Gauge and Broad Gauge) at Katihar; and

(b) if so, the reasons for delay in action against the officers and details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Six officers and staff have already been punished and departmental proceedings against the remaining two officers are in progress. Therefore, the question of delay in taking action does not arise.

Textile workers suffering from T.B. and survey to know its causes

3975. SHRI NAVIN RAVANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that T. B. cases among Textile Workers are generally higher than general population; and

(b) if so, what steps are being taken to control this disease?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b) No Sample Survey has been conducted on the incidence of TB amongst the textile workers in the country. Therefore, there are no informations that the incidents of TB amongst them is higher than the prevalence rate amongst the general population. They get the service, like others, for TB under the National TB Control Programme of Government.

ईस्टर्न रेलवे वर्कर्स यूनियन की दानापुर शाखा से प्रस्ताव

3976. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ईस्टर्न रेलवे वर्कर्स यूनियन की दानापुर शाखा ने जुलाई-अगस्त 1982 में उन्हें कोई प्रस्ताव भेजा है ;

(ख) यदि हां, तो उसका ब्यौरा क्या है ; और

(ग) उस पर सरकार की क्या प्रतिक्रिया है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) से (ग). 30 जुलाई, 1982 को हुई गेट मीटिंग में ईस्टर्न रेलवे वर्कर्स यूनियन की दानापुर शाखा द्वारा पारित संकल्पों की एक प्रति प्राप्त हुई है । संकल्पों में लिपिकों के पद भरने, मानदण्ड के आधार पर अराजपत्रित कर्मचारियों की संख्या बढ़ाने, दानापुर की रेलवे कैंटीन की टाइलें लगाने, दानापुर में एक केन्द्रीय विद्यालय खोलने, रेलवे कालोनियों में सेवाओं के अनुरक्षण में सुधार करने आदि से सम्बन्धित स्थानीय मामलों का उल्लेख है ।

सरकार की नीति के अनुसार किसी भी संकेत से प्राप्त अभ्यावेदनों पर यथोचित विचार किया जाता है और गुणदोष के आधार पर उन पर यथावश्यक कार्रवाई की जाती है । ईस्टर्न रेलवे वर्कर्स यूनियन की दानापुर शाखा से प्राप्त संकल्पों पर भी इस नीति के अनुसार कार्रवाई की गयी है ।

Filling of reserved vacancies by Scheduled Tribes in Class IV Service in Rajkot/Bhavnagar Division

3977. SHRI BHEEKHA BHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is heavy backlog of reserved vacancies to be filled by Scheduled Tribes in Class IV services in Rajkot|Bhavnagar Divisions and Bhavnagar Workshop in Western Railway.

(b) if so, reasons for not filling them up despite crash programmes

having been launched year after year; and

(c) whether this backlog of reserved vacancies is increasing year after year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No. The shortfall of Scheduled Tribes in Class IV services in Rajkot Division and Bhavnagar Workshop has been substantially reduced as a result of Crash Programme launched from 1-4-81 to 31-12-1981.

(b) and (c) In Bhavnagar Division sufficient suitable Scheduled Tribe candidates have not been available for recruitment in Class IV services during and after the Crash Programme. Special efforts have therfore been made to draft Scheduled Tribes applicants from elsewhere with the help of Scheduled Caste|Scheduled Tribe Associations and M.Ps. and M. LAs. Screening is now in progress to form a panel of Scheduled Tribe candidates.

Reserved vacancies for Scheduled Tribes in Western Railway

3978. SHRI BHEEKA BHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether efforts have been made by Western Railway to wipe out shortfall backlog of reserved vacancies for Scheduled Tribes in various categories;

(b) if so, efforts afoot by the Railway Board;

(c) if not, reasons therefor; and

(d) the time limit set out for wiping out reserved vacancies?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) Yes, All out efforts have been made, on the Western Railway, to wipe out shortfall of Scheduled Tribes in both recruitment and promotional categories through successive Crash Programmes.

(c) does not arise.

(d) Reservations are provided on the basis of vacancies available at a particular time and not on the basis of number of posts in the cadre. Besides, normally not more than 50 per cent of the available vacancies can be filled up by the Scheduled Castes| Scheduled Tribes. It is within these parameters that the efforts are made. It is not possible to set time limits.

State-wise survey of polio victims children

3979. SHRI N. E. HORO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any survey has been conducted by the Government regarding the polio victim children;

(b) if so, the details thereof; Statewise; and

(c) what steps Government have been taken to prevent this disease?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b) Yes. A statement is attached.

(c) Polio vaccine is supplied to the State Health authorities under the expanded programme of immunization. The vaccine is available in immunization centres with adequate cold storage facilities. In addition, campaigns are organised in selected rural and tribal areas of the country.

Statement

Estimated incidence rate of polio myelitis per 1000 children 0-4 based on sample surveys (1981)

		Urban	Rural
1.	Andhra Pradesh	1·0—1·8	1·2—2·1
2.	Gujarat	1·7—2·7	1·9—3·0
3.	Haryana	1·1—2·3	2·3—3·9
4.	Karnataka	0·9—1·5	0·9—1·6
5.	Madhya Pradesh	1·2—2·1	1·3—2·5
6.	Orissa	0·4—1·0	0·4—1·1
7.	Punjab	1·1—2·3	2·3—3·9
8.	Rajasthan	1·9—3·1	2·0—4·2
9.	Tamil Nadu	1·6—2·6	1·4—2·5
10.	Uttar Pradesh	1·0—2·2	1·6—2·9
11.	West Bengal	0·6—1·4	0·5—1·1
12.	Chandigarh	1·1—2·3	2·3—3·9
13.	Delhi	1·1—2·1	—
14.	Goa Daman & Diu	0·9—1·5	0·9—1·6
15.	Pondicherry	1·6—2·6	1·4—2·5
	India	1·5—1·7	1·5—1·9

Extra medical facilities in capital in view of Asian Games

3980. SHRIMATI JAYANTI PATNAIK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have a proposal to arrange extra medical facilities in the Capital in view of the Asian Games;

(b) if so, what are the medical facilities proposed to be provided for the visitors, sportsmen and officials of the Asian Games; and

(c) the details about the arrangements proposed to be made in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c) Suitable arrangements have been made to provide medical facilities to the sportsmen, officials of the Asian Games and others, at the stadia, training venues, and places of residence. A well-equipped hospital with specialised services has been opened at the Asian Games Village. Suitable arrangements have also been made at other hospitals. Special arrangements have also been made for ambulance services.

Return journey reservation between Howrah and Puri

3981. SHRIMATI JAYANTI PATNAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government of Orissa had requested his Ministry to provide better return journey reservation facilities in the Puri bound express and Mail trains running between Howrah and Puri and Delhi and Puri;

(b) if so, the steps taken thereon; and

(c) the details about the return journey reservation facilities provided in first and second class coaches?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MILLAKARJUN): (a) Yes.

(b) and (c) A statement is attached.

Statement

Bhubaneswar, Cuttack and Puri stations have been provided with the following return journey quotas in various trains:—

Trains particulars	Name of stations	Quotas allotted	
		Ist/AC 2-tier	IInd class
7Up Howrah-Puri Express	Bhubaneswar	4	18 berths
	Cuttack	4	10 ,,
	Puri	..	18 ,,
9 Up Howrah-Puri Sri Jagannath Express	Bhubaneswar	4	10 ,,
	Cuttack	4	10 ,,
	Puri	..	10 ,,
176 Up New Delhi-Puri Neelachal Express	Bhubaneswar	..	4 ,,
	Cuttack	..	4 ,,
	Puri	..	4 ,,

झिंझक स्टेशन से बसों को चलाने की अनुमति

3982. श्री कृष्ण प्रताप सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पहले बसें झिंझक स्टेशन से चला करती थीं परन्तु अब रेलवे विभाग उक्त स्टेशन से बसों को चलाने की अनुमति नहीं देता है ;

(ख) क्या रेलवे विभाग यात्रियों को सुविधा हेतु झिंझक स्टेशन से बसों को चलाने की अनुमति शीघ्र देगा ; और

(ग) यदि हां, तो कब तक और यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) से (ग). कुछ वर्ष पहले तक बसें परिचलन-क्षेत्र में रेलवे स्टेशन की इमारत के बिल्कुल सामने खड़ी हुआ करती थीं जिससे रेल यात्रियों को तकलीफ व असुविधा होती थी । इसलिए बसों को रेलवे के परिचलन क्षेत्र के भीतर खड़ा करने की अनुमति नहीं दी गयी । अब बसों को स्टेशन की इमारत से लगभग 100 मीटर दूर खड़ा किया जाता है और यात्री बिना किसी कठिनाई के बसों

का उपयोग सुविधापुर्वक कर सकते हैं ।

Period for use of Railway Comparments

3983. SHRI D. S. A. SIVAPRA-KASAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether any period has been fixed for the use of Railway compartment (Bogies);

(c) if so, what is the period for B.G. and M. G. class compartments; and

(c) how many such overaged compartments are now in use in the Southern Railway at present?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) Service life of passenger coaches on Indian Railways has been fixed between 25 to 40 years, depending on their design features and utilisation as under:

(i) Steel bodied coaches . 25 years

(ii) IRS coaches . . 30 years

(iii) Light utilisation categories . . 40 years

(c) The overaged position of the Coaching Stock on the Southern Railway as on 31-3-1982 was as under:—

	PCVs	OCVs	TOTAL
B.G.	37	84	121
M.G.	193	50	243

स्कूलों में सामाजिक तथा उत्पादक रूप से उपयोगी कार्य में प्रशिक्षण दिया जाना

3984. श्री भीकू राम जैन : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली प्रशासन के शिक्षा विभाग के अन्तर्गत ऐसे कितने स्कूल चल रहे हैं जहां सामाजिक तथा उत्पादक रूप से उपयोगी कार्य के नाम पर विभिन्न कार्यों में प्रशिक्षण दिया जा रहा है ;

(ख) क्या इन कार्यों की आधारभूत आवश्यकताओं जैसे प्रशिक्षित अध्यापक, पर्याप्त सामग्री तथा संसाधन, स्थान और पर्याप्त समय की ओर अपेक्षित ध्यान दिया जा रहा है ; और

(ग) यदि नहीं, तो यह काम कब तक पूरा हो जायेगा ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० थुंगन) : (क) दिल्ली प्रशासन द्वारा भेजी गई सूचना के अनुसार, 636 राजकीय और 101 सरकारी सहायता-प्राप्त सीनियर माध्यमिक और माध्यमिक स्कूल हैं, जहां सामाजिक रूप से उपयोगी और उत्पादक कार्य की योजना के अंतर्गत ऐसा प्रशिक्षण प्रदान किया जाता है ।

(ख) जी, हां ।

(ग) उपरोक्त (ख) के उत्तर को ध्यान में रखते हुए प्रश्न नहीं उठता ।

विज्ञान मेला

3985. श्री भीकू राम जैन: क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली प्रशासन के शिक्षा विभाग द्वारा आयोजित विज्ञान मेले में शिक्षा प्राधिकारियों की ओर से यह घोषणा की गई थी कि चालू वर्ष को उत्पादकता वर्ष के रूप में मनाया जा सकता है ; और

(ख) शिक्षा विभाग की उत्पादकता प्रधान योजनाओं का ब्यौरा क्या है और चालू शैक्षिक वर्ष मे उन योजनाओं पर कितना व्यय हुआ और इस काम के लिए नियमित आधार पर कितने अध्यापकों को रखा गया ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों मे उप मंत्री (श्री पी० के० थुंगन) : (क) और (ख) दिल्ली प्रशासन द्वारा भेजी गई सूचना के अनुसार, यह वर्ष चूंकि उत्पादकता वर्ष है, अतः विज्ञान मेले के लिये तैयार किए जा रहे और प्रदर्शित किए जा रहे प्रदर्शन राष्ट्रीय शैक्षिक प्रशिक्षण एवं अनुसंधान परिषद् द्वारा दी गई विषय वस्तु अर्थात् उत्पादक विज्ञान और प्रौद्योगिकी पर आधारित हैं । ताकि छात्रों को उत्पादकता की ओर उन्मुख किया जा सके । तथापि, शिक्षा निदेशालय, दिल्ली प्रशासन द्वारा उत्पादकता-उन्मुख कोई विशिष्ट योजना कार्यान्वित नहीं की जा रही है । अतः इन योजनाओं पर किए गए खर्च और इस कार्य में लगाए गए नियमित शिक्षकों की संख्या का प्रश्न नहीं उठता ।

Vacant posts in P.F.A. Department, Delhi

3986. SHRI HIRALAL R. PARMAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) how many posts of inspectors and other officials are lying vacant in Department of Prevention of Food Adulteration, Delhi and what is the criteria of filling them up and the steps taken in this respect?

(b) by when the laboratory of Delhi will be restarted for the examination of food samples;

(c) whether there is any control room for recording the complaints from public as in the Department of Drugs Controller and Commissioner, Food and Supplies; if not, reasons therefor; and

(d) whether food samples lifted from Delhi are sent to Chandigarh Laboratory only or in any other State also, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) 29 posts of Food Inspectors and 45 other posts are lying vacant in the Department of P.F.A., Delhi. The posts are filled up through UPSC or by Delhi Administration as per recruitment Rules.

(b) The food laboratory of Delhi will start functioning as soon as the Public Analyst joins who has already been selected.

(c) There is no specific control room for recording the complaints but all complaints, oral or written received by the office are registered.

(d) The food samples lifted from Delhi are sent to Public Analyst's Laboratory of Haryana and Punjab, situated at Chandigarh.

Punishment order by Divisional Safety Officer Eastern Railway, Dhanbad

3987. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Divisional Safety Officer, Eastern Railway, Dhanbad has imposed various types of punishments to large numbers of Stations Masters, Asstt. Station Masters, Guards etc.;

(b) if so, the details of punishments so imposed by Divisional Safety Officer and Asstt. Officiating Superintendent (G), Eastern Railway, Dhanbad on various categories of State belonging to Operating Department of Dhanbad Division from January to August, 1982;

(c) whether there has been any violation of Railway Board's circular No. E(D&A)72RG6-13 dated 16 October, 1973; and

(d) if so, the action proposed to be taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) The details of punishment imposed during the period from January to August, 1982 by the Divisional Safety Officer and Asstt. Operating Superintendent (G), Dhanbad as Disciplinary authority in terms of Railway Servants (Discipline & Appeal) Rules, 1968 are as under:

Nature of punishment	Imposed by Divl. Safety Officer, Dhanbad	Imposed by Asstt. Optg. Supdt.(G), Dhanbad.
(1) Removal from service	1	Nil
(2) Reversion to lower post	1	Nil
(3) Stoppage of increment	58	45
(4) Stoppage of privilege passes/PTOs	62	67
(5) Censure	30	9

(c) No.

(d) Does not arise.

Grant for school building in Andaman

3988. SHRI D. S. A. SIVAPRAKASAM: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the Education Department in Andamans has promised to Tamil speaking people to give an open ground to build a school for them;

(b) if so, whether Government have not handed over the ground as yet; and

(c) if so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir.

(b) and (c) Do not arise.

मुगलसराय में डा० अम्बेदकर की प्रतिमा का कथित रूप से हटाया जाना

3989. श्री निहाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि न्यू सैन्ट कालोनी के नये मुगलसराय (बिजली घर

में) स्थापित डा० भीमराव अम्बेदकर की प्रतिमा रेलवे विभाग द्वारा पुलिस की सहायता से हटाई जा रही है ;

(ख) यदि हां, तो इसके क्या कारण हैं ;

(ग) देश में रेलवे के क्षेत्राधिकार के अंतर्गत रेलवे यार्डों अथवा अन्य रेलवे कालोनियों में कितनी प्रतिमाएं स्थापित की गई हैं और कितने पूजास्थल (मंदिर, मस्जिद, गुरुद्वारा) बने हुए हैं ; और

(घ) क्या उन्हें हटाने के लिए कोई कार्यवाही की जाएगी ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) और (ख) 24-4-81 को अनुमति प्राप्त किए बिना या सम्बन्धित भूमि के लिए लाइसेंस लिए बिना स्वर्गीय डा० भीमराव अम्बेदकर की एक प्रतिमा संस्थापित की गयी। एक रेल कर्मचारी, जो अपने आप को तथा-कथित अखिल भारतीय अनु० जा० / अनु० जन जाति एसोसिएशन का अध्यक्ष बताता है, ने इस प्रतिमा के साथ-साथ एक छोटा सा अस्थाई ढांचा भी खड़ा कर लिया। कब्जा की गयी भूमि का कुल क्षेत्रफल लगभग 2 एकड़ है। चूंकि उपरोक्त भूमि पर कब्जा अनधिकृत रूप से किया गया है और उक्त भूमि के प्लाट की इसके समीप स्थित रेलवे के बिजली सब-स्टेशन और मण्डल कारखाने के विकास और विस्तार के लिए आवश्यकता है, इसलिए प्रतिमा को किसी अन्य स्थान पर स्थापित करने के लिए कानूनी कार्रवाई करने का विचार है।

(ग) और (घ) देश के रेल परि-सरों में स्थापित की गयी प्रतिमाओं और निर्मित पूजा गृहों की संख्या क्रमश: 14 और 2703 है।

रेलवे भूमि पर अनधिकृत रूप से कब्जा करने से सभी मामलों में सरकारी स्थान (अप्राधिकृत अधिभोगियों की बे-दखली) अधिनियम, 1971 के अन्तर्गत बेदखली के लिए कार्रवाई की जाती है जिसमें वे मामले भी शामिल हैं जहां प्रतिमाओं और पूजा गृहों की स्थापना के लिए भूमि पर कब्जा किया जाता है।

बालामाउ और सीतापुर के बीच चलने वाली रेलगाड़ियों में भारी भीड़भाड़

3990. श्री राम लाल राही: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या किसी संसद सदस्य ने वाई एस एस बी उत्तर रेलवे शाखा लाइन में बालामाड और सीतापुर के बीच चलने वाली रेलाड़ियों में भारी भीड़-भाड़ और रेलवे कार्मिकों को होने वाली असुविधा के बारे में 2 दिसम्बर, 1982 को मंत्री को पत्र लिखा था ; और

(ख) यदि हां, तो इस संबंध में अब तक की गई कार्यवाही का ब्यौरा क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) और (ख) उत्तर रेलवे के बालामाउ सीतापुर खंड पर कोचिंग स्टाक की कमी के कारण दो जोड़ी पैसेन्जर गाड़ियों में कुछ भीड़-भाड़ रहती है। इस समय संसाधनों की कमी के कारण मांग की पूरी तरह पूर्ति करना सम्भव नहीं है।

आरा-सहसराम लाइन को बदला जाना

3991. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि आरा-सहसराम लाइन रेलवे लाइन को बड

गेज में बदलने के लिए सर्वेक्षण का कार्य इस बीच पूरा हो गया है ; और

(ख) यदि हां, तो ब्राड गेज लाइन का निर्माण सरकार द्वारा कब तक आरम्भ किए जाने के प्रस्ताव हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप-मंत्री (श्री मल्लिकार्जुन) : (क) जी हां, लेकिन परियोजना रिपोर्ट को पूर्व रेलवे अन्तिम रूप दे रही है ।

(ख) इस मंत्रालय में सर्वेक्षण रिपोर्ट प्राप्त हो जाने के पश्चात् इस बारे में जांच की जायेगी ।

मानसिक रोग अस्पताल, शाहदरा में व्याप्त भ्रष्टाचार एवं दोषी अधिकारियों के विरुद्ध की गई कार्यवाही

3992. श्री राम विलास पासवान : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मानसिक रोग अस्पताल, शाहदरा में व्याप्त भ्रष्टाचार के बारे में सरकार को एक संसद सदस्य का 23 अगस्त, 1982 को पत्र मिला है ; और

(ख) यदि हां, तो दोषी पाए गए व्यक्ति के विरुद्ध अब तक क्या कार्यवाही की गई है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री बी० शंकरानन्द) : (क) हां ।

(ख) इस मामले को दिल्ली प्रशासन के साथ उठाया गया है जो शिकायतों की जांच कर रहा है तथा इस प्रयोजन के लिए उसने कथित अनियमितताओं को ध्यान में रखते हुए संस्थानों के खातों की लेखा-परीक्षा करने के लिए एक विशेष लेखा-परीक्षा दल नियुक्त किया है ।

Criteria for refund of Excess Fare Charges

3993. SHRI JAI NARAYAN ROAT: Will the Minister of RAILWAYS be pleased to state:

(a) what is the criteria to charge excess fare from the passengers and its refund to the passengers in case passengers were wrongly charged by the railway;

(b) whether it is a fact that excess fare tickets are to be delivered at the counter of destination of journey; and

(c) if so, the reasons why the passengers are asked by railways to return the original excess fare tickets issued by railways in case of passengers' claim for refund has been accepted by railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Excess fare tickets are issued to passengers found travelling without tickets or with improper tickets. In emergent cases, Excess Fare Tickets are also issued in lieu of printed card tickets or Blank Paper Tickets. Rules require that the passenger concerned has to deposit the Excess Fare Ticket at the destination station on completion of the journey. For claiming refund, the party has to send along with the application either the original Excess Fare Ticket or a Certificate to the effect that the same has been deposited with the ticket collector at the destination station. The procedure is meant for verification purpose.

Senior Physical Teacher

3994. SHRI HIRALAL R. PARMAR: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether some candidates were interviewed and selected for appointment in the capacity of Senior Physical Teacher by the Selection Board,

Directorate of Education, Delhi Administration, some time in November, 1981;

(b) if so, how many out of them have since been appointed; and

(c) the time by which the remaining candidates will be considered for appointments with reasons for delay?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) As reported by the Delhi Administration, 16 male and 9 female candidates have since been appointed.

(c) The names of the remaining candidates from the panel will be considered as and when the vacancy position is known.

Freight Charges from Udaipur to Ahmedabad via Himatnagar

3995. SHRI JAI NARAYAN ROAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the railway line from Udaipur to Ahmedabad via Himatnagar has come into operation;

(b) if so, the details thereof and since when;

(c) whether it is also a fact that railway charges from the passengers, the freight and fare are on the same pattern as they were enforced before the operation of this line; and

(d) if so, the details thereof and the specific reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Ahmedabad-Himatnagar MG section was completed and opened in 1897. Himatnagar-Udaipur MG line was opened in 1965.

(c) and (d). The freight and fares on this section are being charged on the actual distance inflated by 50 per cent since the opening of this section for traffic, as the line has not been found to be remunerative on the basis of normal rates and fares.

Manufacture of Ayurvedic Medicines

3996. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Drug Controller (India) has issued instructions to State Authorities to allow manufacture of "Ayurvedic Medicines" wherein "Ayurvedic Herbs and Material" is predominant;

(b) whether the Food and Drugs Administration Maharashtra has referred the matter soliciting clarification on the policy of the Government in respect of the "Mishra-Aushadhi" and "Ayurvedic Injections"; and

(c) what decision has the Government taken to allow manufacture of Mishra Aushadhi and intorducing Ayurvedic Injections, proposed by several manufacturers in the country?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c). The Drugs Controller (India) has issued instructions banning the fixed dose combinations of Ayurvedic, Unani Drugs with modern drugs. The definition of "Patent or Proprietory Medicine" in relation to Ayurvedic, Siddha or Unani Tibb systems of medicine in the Drugs and Cosmetics Amendment Bill, 1982 as recently passed by Parliament excludes Ayurvedic Injections.

Planning Commission Member's criticism of University set-up

3997. SHRIMATI PRAMILA DANDAVATE: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government have noted the recent statement of one of the

members of the Planning Commission criticising the bureaucratic set up of Universities in the country and suggested decentralisation of University management;

(b) if so, whether Government propose to invite comments of the University Grants Commission; and

(c) set up a Committee of Educationists to consider these suggestions?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) and (c). The University Grants Commission has itself been suggesting radical changes in the existing bureaucratic and centralised structures of the universities, and the creation of an elastic and dynamic system and promotion of innovative initiatives and reforms. Such provisions for decentralisation of academic authority have to be evolved by each university with the assistance, where necessary of respective State Governments. There is no proposal to appoint a Committee to consider this matter.

Keralites in Pak Jail

3998. SHRI K. A. RAJAN:
SHRI V. S. VIJAYARAGHAVAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether his attention has been drawn to a report in 'Mathrubhoomi' a Malayalam Daily, Cochin edition, dated September 19, 1982 to the effect that there are 34 Keralites still in Pakistan Jails;

(b) if so. the details of persons from Kerala in Pakistani Jail; and

(c) steps taken to get them released?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir.

(b) It is not possible to determine the number of Keralites in Pakistan jails since verified and comprehensive lists are not available from Pakistan authorities.

(c) Government is in touch with the Pakistan Government for release and repatriation of Indian nationals detained or imprisoned in Pakistan.

Delhi University Press

3999. SHRI R. N. RAKESH: Will the Minister of EDUCATION AND CULTURE be please to state:

(a) whether it is a fact that the work of the Delhi University press is being given to outside commercial agencies in contravention of the conditions of the University-Union Agreement of January-February, 1982; and

(b) if so, reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). According to the information furnished by the University of Delhi, some work for which the University Press had no machinery and equipment was being given to outside agencies. During the strike period, the University Press had got some work, which was of a very urgent nature, done through outside agencies. According to the University, it is not correct that there is any contravention of the conditions of the agreement with the Union in this matter.

Pending dues of Northern Railway Employees

4000. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that dues of numerous railway employees are pending in Allahabad Division of Northern Railway for several years; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Only 15 cases over one year old and 22 cases over 2 years old for payment of settlement dues are pending on Allahabad Division of Northern Railway.

(b) Out of the total 37 cases, 13 cases are outstanding for want of legal documents from the claimants; 4 cases are pending on account of Court proceedings; and 20 cases due to non-production of 'No Claim' certificates by the employees concerned.

Restrictions on Hindus to burn their dead bodies in Denmark

4001. SHRI KRISHNA PRATAP SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government is aware of the fact that Indian origin Denmark citizens followers of Hindu religion are not allowed to burn the dead bodies of their relatives in Denmark;

(b) whether recently a deputation of Denmark citizens of Indian origin met the Foreign Minister to prevail upon the Denmark Government to provide land for burning of dead bodies; and

(c) if so, whether the Government has written to the Government of Denmark in this respect and what was their reply?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) There is complete freedom of religion in Denmark and the Hindus, whether Indian or Danish are allowed to burn the dead bodies at the electric crematorium. However, they have to wait for a few days before cremation takes place as there is a growing rush even among other Danes to cremate the bodies.

(b) and (c). No, Sir.

Sale proceeds of staff canteen, Delhi Main Station

4002. SHRI R. P. YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that total sale proceeds of the Staff Canteen, Delhi Main Station went down by Rs. 24,753.55 in the year 1979-80 as compared to 1978-79;

(b) whether it is also a fact that the total subsidy paid to this canteen in the year 1979-80 was more by Rs. 28,453.75 than that paid in the year 1978-79;

(c) action taken by the Railway Administration to plug such leakage of revenue; and

(d) whether the same Hony. Secretary and the Managing Committee are still continuing even after its term has expired?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Yes.

(c) The increase in the subsidy was due to the additional staff employed and also increase in Dearness Allowance relief to the staff concerned from time to time.

(d) Yes.

Delhi Transport Corporation employees suspended for misappropriation of fund

4003. SHRI HARISH KUMAR GANGWAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that an Assistant Cashier and two others of

Delhi Transport Corporation headquarter have been suspended for misappropriating Rs. 23,000;

(b) if so, details thereof; and

(c) steps taken to check such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI): (a) Yes, Sir, three persons including an Assistant Cashier from the same depot have been placed under suspension on the grounds of negligence and direliction of duty.

(b) Preliminary enquiries have revealed that an Assistant Cashier who was on duty in the night of 26th/27th September, 1982, left the cash room for sometime and the theft was detected on his return. A report has been lodged with the Police Authorities and detailed departmental enquiries are in progress.

(c) A departmental enquiry by the Additional General Manager (Vigilance) into this incident has commenced. Security arrangement have been strengthened in the units where cash sections operate throughout the night.

ग्राटोरिक्शाग्रों / मेटाडोरों के ग्रावेदन हेतु उम्मीदवारों का चयन

4004. श्री होरालाल ग्रार परमार : क्या नौवहन ग्रौर परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली परिवहन निदेशालय द्वारा ग्राटोरिक्शाग्रों / मेटाडोरों के ग्रावंटन हेतु चुने गये उन हरिजन उम्मीदवारों की संख्या कितनी है जिनके जाति-प्रमाण पत्र 7 दिसम्बर, 1981 के पश्चात् जारी किए गए थे ;

(ख) क्या ग्रावेदन पत्र प्राप्त करने की ग्रन्तिम तारीख दो बार बढ़ाई गयी थी ग्रौर ग्रधिकांश मेटाडोर / ग्राटोरिक्शा केवल उन उम्मीदारों को ग्रावंटित किए गए थे जिनके जति-प्रमाणपत्र 7 दिसम्बर, 1981 के पश्चात जारी किए गए थे ;

(ग) यदि हां, तो इसके क्या कारण हैं ; ग्रौर

(घ) ग्रावेदन पत्र प्राप्त करने की ग्रंतिम तारीख को दो बार बढ़ाने के क्या कारण हैं ?

नौवहन ग्रौर परिवहन मंत्रालय में राज्य मंत्री (श्री सीता राम केसरी) : (क) चुने गए उम्मीदवारों में से जिनको 7-12-81 के पश्चात जाति के प्रमाण पत्र जारी किए गए, उनकी संख्या इस प्रकार है :—

माइक्रो मिनी बस	6
ग्रोटो रिक्शा	28

(ख) से (घ). जी, नहीं । ग्रावेदन पत्र प्राप्त करने की तारीख एक बार बढ़ाई गयी थी, दो बार नहीं । ग्रधिकांश मेटाडोर / ग्रोटोरिक्शा उन उम्मीदवारों को जारी किए गए थे जिनके जाति प्रमाणपत्र 7-12-81 से पहले जारी हुए थे ।

Physician working in CGHS Unani Dispensary, Sarojini Nagar and Darya Ganj

4005. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of Unani physicians working at present in the CGHS Unani Dispensary, Sarojini Nagar, New

Delhi as well as Daryaganj CGHS Unani (Unit Dispensary) Delhi as against the sanctioned strength;

(b) reasons for not filling up the vacant posts and the period for which these posts have been lying vacant; and

(c) steps contemplated to fill up the remaining vacancies and details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) The position is as under:

Dispensary/Unit	Posts sanctioned	In position
Sarojini Nagar Dispensary	3	2
Darya Ganj Unit	2	1

(b) and (c). One post has been lying vacant since 20th October, 1978 and the other since 22nd September, 1979 because the U.P.S.C. could not select any candidate for these posts. Steps are being taken to fill the posts.

Stalemate in Delhi University Colleges

4006. DR. A. U. AZMI:
SHRI R. N. RAKESH:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that the obstructive role of the University Grants Commission combined with punitive attitude of the Delhi University authorities has forced a stalemate on the University disturbing the studies of the students in the colleges; and

(b) if so, reasons thereof and steps taken by Government to end the stalemate?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). No, Sir. The present unfortunate disruption in the academic schedule in Delhi University and its colleges is due to a variety of circumstances including the fact that Delhi University and Colleges Karamchari Union has started an agitation from 6-9-1982 and the Delhi University Teachers Association has given a call for strike from 12-10-1982 in support of their respective demands. Government have appealed to Karamcharis and Teachers to call off their agitation and strike and to extend their co-operation to the University authorities in maintaining academic schedule and finding an appropriate solution to their problems in an atmosphere free from tension and misunderstanding.

International Covenant on Civil and Political Rights

4007. SHRI KRISHAN KUMAR GOYAL:
SHRI GHULAM MOHD. KHAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Human Rights Committee of Lawasia recently held a meeting in the Capital;

(b) if so, the subjects discussed thereat;

(c) the names of countries that signed Article 9 of the International Covenant on Civil and Political Rights providing for compensation for illegal detention;

(d) whether it is a fact that India did not sign Article 9 of the Covenant; and

(e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) and (b). Government has seen press reports to the effect that a meeting of 34 human rights organisations from 12 countries from the ESCAP region was held in New Delhi. Reportedly the above meeting was organized by the Human Rights Committee of the Non-Governmental Organisation Law Association for Asia and the Western Pacific (LAWASIA). Since the meeting was restricted to non-governmental organization, Government of India did not participate and has not received any details regarding the subjects discussed.

(c) to (e). The Government of India acceded to the International Covenant on Civil and Political Rights on 27th March, 1979, and the Instrument of Accession was deposited with the Secretary General of the United Nations on 10th April, 1979. Ratification of, accession to or signing of a convention is not done article by article but pertains to the convention as a whole. However, a State may make suitable reservation or declaration to any provisions of the convention depending upon the terms of the convention and its own constitutional and legal requirements.

While acceding to the above covenant India made the following declaration in respect of Article 9. "With reference to Article 9 of the International Covenant on Civil and Political Rights, the Government of the Republic of India takes the position that the provisions of the Article shall be so applied as to be in consonance with the provisions of clauses (3) to (7) of Article 22 of the Constitution of India. Further under the Indian Legal System, there is no enforceable right to compensation for persons claiming to be victims of unlawful arrest or detention against the State".

According to information available, 83 States have signed, ratified or acceded to the International Covenant on Civil and Political Rights, and Austria, Chile, Finland, France, Italy, Japan, Mexico and UK have made either a declaration or entered a reservation in regard to Article 9 of the Covenant.

International Symposium on Development of Underprivileged Communities of Third World countries

4008. SHRI K. A. RAJAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether an International Symposium on Problems of Development of Underprivileged Communities of the Third World Countries was held in Delhi from 2 to 8 October, 1982;

(b) if so, the names of the co-sponsors of the symposium and the foreign delegates who attended, with names of the organisations represented by them; and

(c) the names of the Ministries which supported the symposium and the amount spent?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): As per information supplied by the Ministry of Home Affairs.

(a) A Symposium was held in Delhi from 2nd to 8th October, 1982.

(b) It is understood that the Symposium was organised under the joint auspices of the Indian Anthropological Association and International Union of Anthropological and Ethnological Sciences. The names of the foreign delegates who attended are not known.

(c) The Ministry of Home Affairs sanctioned a total sum of Rs. 5,600.

Passenger coaches remained ineffective

4009. SHRI ATAL BIHARI VAJPAYEE:

SHRI SURAJ BHAN:

Will the Minister of RAILWAYS be pleased to lay a statement showing the Zone-wise percentage of passenger

coaches' time for which they were ineffective in the period 1974—78, 1978—81 and 1981-82?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): Percentage of 'ineffective' coaches is reckoned as the percentage of the number of coaches ineffective in relation to the total number of coaches on line. A statement giving Zone-wise details is enclosed.

Statement

Statement showing the percentage of ineffective passenger coaches

RAILWAY	BROAD GAUGE			METRE GAUGE		
	1974—78	1978—81	1981-82	1974—78	1978—81	1981-82
Central	11·88	12·05	14·30	..	..	..
Eastern	14·80	15·75	15·47	..	..	..
Northern	14·50	11·46	13·84	10·63	10·16	14·70
North Eastern	..	2·59	5·53	11·74	12·90	12·00
Northeast Frontier	14·89	15·75	14·70	13·78	15·96	14·00
Southern	16·50	14·28	14·82	10·80	11·81	10·70
South Central	13·08	13·69	13 06	9·53	7·74	9·13
South Eastern	17·32	19·10	25·56	..	..	..
Western	12·09	11·31	13·84	10·61	10·25	10·60
Total	14·45	13·95	15·72	11·26	12·57	11·55

Freight increase on perishable goods

4010. SHRI AMAR ROYPRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the railways have increased the freight on fruit, fish and other perishable goods rather steeply in April, 1982;

(b) if so, the details thereof;

(c) whether it is a fact that by adopting this policy railways are losing revenue to a great extent; and

(d) if so, the loss of revenue per month from various zonal railways since April, 1982?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). A general increase in parcel rates, including that of fresh fruit, fish and perishable goods, was effected from 1-4-1982 as approved by the Parliament. The revision in rates was based on the recommendation of Rail Tariff Enquiry Committee. While, fruit in general and fish are charged at CP-2 Scale rate, perishables are charged at CP-1, CP-2 or CP-3 Scales rates, depending upon the nature of the commodity. There has been no loss in revenue because of revision in parcel rates.

Experts comments on ban of Oestrogen/Progestogen combination and steps to withdraw ban

4011. SHRI NIREN GHOSH:
SHRI AMAL DUTTA:
SHRIMATI SANYOGITA RANE:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that various experts have commented upon the ban of Oestrogen/Progestogen combination recently;

(b) if so, whether the Government will review its stand and consider to withdraw the ban;

(c) whether pending withdrawal, Government will consider to postpone Drug Controller's notification for banning for a period of one year to avoid suffering of patients using the drug, till an expert committee of medical scientists opines on it; and

(d) if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Yes.

(b) to (d). The decision to impose ban of Oestrogen/Progestogen combinations was taken by the Government in consultation with the Indian Council of Medical Research which after consulting eminent gynaecologists and endocrinologists and recommended ban on these drugs. There is, no proposal to review the decision of banning these preparations.

Ban on use of Oestrogen Progestogen

4012. SHRI NIREN GHOSH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that the Drug Controller in his press statement which appeared in Hindustan Times dated 23 July, 1982 suggested the use of Oestrogen/Progestogen for treatment; and

(b) if so, the reasons to ban this drug?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b). The Government are aware of the statement of the Drug Controller (India) which appeared in the Hindustan Times, dated 23rd July, 1982. On the basis of the expert advice from the Indian Council of Medical Research, the Government have taken a decision to ban the fixed dose combinations of Oestrogen and Progestational compounds in the country.

Research work at Dr. Rajendra Prasad Centre for Opthalmic Science, New Delhi

4013. SHRI NIREN GHOSH:
SHRI AJIT BAG:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that Dr. Rajendra Prasad Centre for Opthalmic Sciences, New Delhi has been without a qualified pathologist which has resulted in a considerable set back in the research work at the centre; and

(b) if so, the steps taken or proposed to be taken by the Government in this regard so that the research work is not hampered there?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b). One post of Associate Professor of Pathology has been created in Dr. R. P. Centre. The post has been advertised and is likely to be filled up shortly. The day-to-day work is being looked after by an Associate Professor of Microbiology and other Faculty members.

Reported statement by Chinese P.M. to settle Border Dispute

4014. SHRI BHIKU RAM JAIN:
SHRI CHATURBHUJ:
SHRI ASHFAQ HUSSAIN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether his attention has been drawn to the Chinese Premier, Shri Zhao Ziyang's interview with Shri G. G. Reddy (of the Hindu) wherein it was stated that Chinese Government was seeking to settle the Sino-Indian border question;

(b) what are the positive efforts so far made to settle the border issue;

(c) whether any date has been decided to hold border talks in future; and

(d). if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir. The Government has seen Shri G. K. Reddy's report in the Hindu dated 13th October, 1982 about the interview.

(b) Talks at the level of officials have been initiated and two sessions have been held so far, the first in Beijing in December 1981 and the second in Delhi in May 1982.

(c) and (d). The two Governments are inconsultation to decide the dates for the third session of talks.

गुजरात में ताप विद्युत केन्द्र को कोयले के डिब्बों की महीनेवार सप्लाई

4015. श्री छीतू भाई पाखित क्या रेल मंत्री निम्नलिखित जानकारी दर्शाने वाला विवरण सभा पटल पर रखने की कृपा करेंगे कि :

(क) जनवरी, से अगस्त, 1982 तक गुजरात में प्रत्येक ताप विद्युत केन्द्रों को महीनेवार, कितने कोयला वैगनों की आवश्यकता थी ;

(ख) जनवरी, 1982 से अगस्त, 1982 तक की अवधि के दौरान, प्रति माह कितने कोयला वैगन नियत किये गये और कितने कोयला वैगन सप्लाई किये गये ; और

(ग) पूरी मांग को पूरा न करने के कारण क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन): (क) से (ग) जनवरी, 1982 से अगस्त, 1982 तक गुजरात में प्रत्येक ताप बिजली घर के लिए संयोजन कार्यक्रम, आवंटन तथा लदान का महीने वार विवरण सभा पटल पर रखा जाता है । [देखिये संख्या एल टी—5667 / 82]

स्टाक बनाये रखने के लिए संयोजन की वास्तविक आवश्यकता से लगभग 10 प्रतिशत अधिक रखा जाता है । गुजरात में ताप बिजली घरों की कोयला सम्बन्धी आवश्यकता संतोष जनक ढंग से पूरी की गयी है । और उन के नवीनतम उपलब्ध स्टाक की स्थिति इस प्रकार है: —

ताप बिजलीघर का नाम	कोयला स्टाक		तारीख को
	टन	दिन	
अहमदाबाद	24050	7	22/10
गांधीनगर	71597	24	20/10
उकई	59485	8	20/10
ढुवारन	13550	11	20/10
वानकबोरी	4277	4	18/10

वानक बोरी ताप बिजली घर में जिसने हाल ही में कार्य करना शुरू किया है, कोयला स्टाक कम है क्योंकि ताप घर में अभी संयंत्र स्थल पर कोयला ढेर

सम्बन्धी सुविधाओं की समुचित व्यवस्था नहीं है ।

1980 से अगस्त, 1982 तक गुजरात में खोले जाने वाले प्राथमिक स्वास्थ्य केन्द्र

4016. **श्री छोटू भाई वसावा :** क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) 1980 से अगस्त, 1982 तक की अवधि के दौरान गुजरात के लिए कितने प्राथमिक स्वास्थ्य केन्द्र स्वीकृत किए गए ; और

(ख) उन स्थानों के नाम क्या हैं जहां पर ऐसे प्राथमिक स्वास्थ्य केन्द्रों में कार्य करना आरम्भ कर दिया है और तत्संबंधी ब्यौरा क्या है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री बी० शंकरानन्द) : (क) और (ख) गुजरात राज्य में 1980–1982 के दौरान सात प्राथमिक स्वास्थ्य केन्द्रों की स्थापना करने की मंजूरी दी गई थी । 1982–83 के दौरान 10 और प्राथमिक स्वास्थ्य केन्द्रों को खोलने का राज्य का प्रस्ताव है । प्राथमिक स्वास्थ्य केन्द्रों की स्थापना राज्य क्षेत्र के न्यूनतम आवश्यकता कार्यक्रम का एक अंग है, इसलिए ये प्राथमिक स्वास्थ्य केन्द्र कहां-कहां खोले जाएं, इसका निर्णय राज्य सरकार द्वारा किया जाता है ।

Level Crossing Accidents

4017. SHRI MOHANLAL PATEL: Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) the number of unmanned level crossings, zone-wise; and

(b) number of accidents at such level crossings and the number of persons killed and injured, zone-wise during January, 1982 to September, 1982?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Zone-wise number of unmanned Railway crossings is as under:

Railway	Number
Central	1221
Eastern	764
Northern	3192
North Eastern	2699
N.F.	1172
Southern	2836
South Central	2272
South Eastern	3571
Western	4900
Total	22627

Railway	No. of accidents at unmanned level crossings	No. of persons killed & injured	
		Killed	injured
Central	2	2	..
Eastern	..	..	..
Northern	7	8	16
N.E.	3	2	2
N.F.	2	..	1
Southern	6	2	1
S.C.	6	69	53
S.E.	4	..	6
Western	5	21	20
Total	35	104	99

Encroachment on Railway land

4018. SHRI M. RAMGOPAL REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways are losing a lot of railway land every year due to encroachment;

(b) if so, whether 144 acres of land has been lost on the Eastern Railway to encroachers;

(c) whether it is a fact that existence of hutments near the tracks also interferes with the standard maintenance work of the track and minimises the speed of the trains; and

(d) if so, what steps Government propose to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes. Some railway land is under encroachment.

(b) As on 1-1-1982, an area of 143.87 acres of railway land of Eastern Railway was under encroachment.

(c) Yes.

(d) Wherever encroachments are close to Railway track, the Railway Administrations are taking action for their removal seeking assistance from the State Governments concerned.

Meeting of Human Rights Organisations

4019. SHRI M. RAMGOPAL REDDY:

SHRI RAM VILAS PASWAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a meeting of the 34 human rights organisations of the 12 foreign countries was held in the Capital during the second week of October, 1982;

(b) if so, the names of the countries which participated in the conference;

(c) outcome of discussions held; and

(d) the details of the role played by India in this conference?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) to (d) Government has seen press reports to the effect that a meeting of 34 human rights organizations from 12 countries from the ESCAP region was held in New Delhi in October 1982. Reportedly the above meeting was organized by the Human Rights Committee of the non-governmental organization, Iaw Association for Asia and the Western Pacific (LAWASIA). Since the meeting was restricted to non-governmental organization, Government of India did not participate and has not received any details regarding the subjects discussed.

X-Ray unit in Orthopaedics and Casualty Departments, Safdarjung Hospital

4020. DR. A. U. AZMI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether two-X-Ray units each in Orthopaedic Department, and Casualty Department Safdarjung Hospital have been out of order for quite sometime;

(b) if so, reasons thereof and steps taken to reactivate them;

(c) whether radiographers have to work two shifts and X-Ray machines, most of which are old and posethreat of leakage, are over-burdened;

(d) whether X-Ray machines are checked regularly for leakages in their tubes which endanger both technicians and patients; and

(e) whether technicians have to operate portable X-Ray units without filters thereby increasing risk to radiation exposure?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b) Two of the X-ray units in Orthopaedics Department were out of order for a short period and have since been put into operation. One X-ray machine in Casualty Department is out of order and steps have been taken to get it repaired.

(c) Radiographers are not forced to work more than 6½ hours a day. X-ray machines are suitably protected against leakage.

(d) The X-ray machines have been checked by BARC and protective arrangements are provided to prevent any leakage.

(e) X-ray machines are provided with suitable filters.

Jail Road Flyover

4021. DR. A. U. AZMI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Jail Road, New Delhi flyover has been completed and opened to traffic;

(b) if not, the reasons for delay;

(c) whether the waste has been cleared from beneath the flyover and what is the proposal for the land use;

(d) whether only one staircase near the Cantonment Railway Station has been provided over the flyover ignoring the market interests;

(e) if so, steps taken to provide at least one staircase somewhere in the middle of the market to enable the passing public to come to the market;

(f) whether the electric poles from both sides of the 12 feet road in front of the shops has been removed for free flow of traffic and a metallic road provided; and

(g) whether Jail Road has been connected with the road constructed by the side of the flyover on Delhi

Cantonment side together with street lights?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI): (a) and (b) The Jail Road flyover has been made trafficable as per schedule and is planned to be opened to traffic shortly. However, the ancillary works like providing drainage etc. are scheduled to be completed as per the contract in June 1983.

(c) According to M.C.D. out of 14 spans of the stilt portion of the flyover on Delhi Cantt. side 8 spans have been cleared of debris and landscaping is being done. The clearance of debris in the balance spans of the flyover is being progressively carried out along with the ancillary works. Proposals for land use in this area are under consideration.

(d) and (e) The width of the approaches for the flyover was reduced from 92 ft. to 76 ft. to provide adequate circulation space in front of shops in the interest of market. However, footpaths have been provided at ground level and not in the approaches. Therefore, there is no proposal of providing any staircase from the approach portion in the middle of the market.

(f) The space in front of the shops is planned not to be used by vehicular traffic. This will be suitably paved/metalled alongwith the completion of ancillary works. Arrangements for street lighting involving shifting of poles as necessary and improvement of space in front of the shops is connected with the overall land use proposals in this area and are under consideration.

(g) The Jail Road has been connected via flyover with the service road constructed on Delhi-Cantonment side where necessary street lighting arrangements have also been provided.

Second entry point to New Delhi Railway Station

4022. DR. A. U. AZMI:
SHRI G. Y. KRISHNAN:
SHRI G. NARSIMHA REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that due to non-vacation of quarters by P & T even after having been provided with alternative accommodation the work on the Rs. 6 crores project of providing a second entry point to the New Delhi Railway Station has come to a grinding halt;

(b) whether the project was scheduled to be completed on time for the ASIAD '82 as well as new Electric Ring Railway so also to reduce the congestion on the Chelmsford Road; and

(c) if so, steps taken to have the land vacated from P & T and to ensure the opening of the second entry on time?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Due to delay in vacation of the quarters by P & T Department the work of provision of entry/exit for the new Station Building on Ajmere Gate side at New Delhi Railway Station was adversely affected. All the quarters have since been vacated, and except for one quarter, all the rest have since been handed over to the Railways and the same dismantled. The work of providing the road is in progress and expected to be completed on time.

निर्धन बच्चों को पोषक आहार देने के लिए उत्तर प्रदेश को सहायता

4023. श्री राम अवध : क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्र सरकार उत्तर प्रदेश में निर्धन बच्चों को पोषक आहार प्रदान

करने हेतु सहायता देने के किसी कार्यक्रम पर विचार कर रही है; और

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उपमंत्री (श्री पी० के० चुंगन) : (क) पोषाहार राज्य क्षेत्र में है। इसलिए राज्यों को धनराशियों की व्यवस्था करनी होती है। फिर भी केन्द्रीय सरकार ने उत्तर प्रदेश में बच्चों को पूरक पोषाहार प्रदान करने के लिए कुछ सहायता में मिले आहार का प्रबन्ध किया है।

(ख) उत्तर प्रदेश में 20 समेकित बाल विकास सेवा परियोजनाओं के लिए नार्वेजियन एजेन्सी फार डिवेलपमेंट से सहायता मिलने की आशा है।

विश्व खाद्य कार्यक्रम उत्तर प्रदेश में विशेष पोषाहार कार्यक्रम के अन्तर्गत 40,000 बच्चों के लिए आहार प्रदान कर रहा है। विश्व खाद्य कार्यक्रम से अगले विस्तार चरण के दौरान 1,00,000 बच्चों और माताओं के लिए खाद्य सहायता प्रदान करने का अनुरोध किया गया है।

केयर उत्तर प्रदेश में मध्याह्न भोजन कार्यक्रम के अन्तर्गत 5,81,000 बच्चों के लिए तथा विशेष पोषाहार कार्यक्रम के अन्तर्गत 1,80,000 बच्चों के लिए खाद्य पदार्थ प्रदान कर रहा है।

उत्तर प्रदेश में परिवार नियोजन केन्द्र

4024. श्री राम अवध : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) 1 अक्तूबर, 1982 को समूचे उत्तर प्रदेश में कितने परिवार नियोजन केन्द्र थे ;

(ख) छठी पंचवर्षीय योजना के दौरान और कितने नए केन्द्र खोलने का विचार है ; और

(ग) इन केन्द्रों से परिवार नियोजन को क्या सहायता मिलेगी?

स्वास्थ्य और परिवार कल्याण मंत्री, (श्री बी० शंकरानन्द : (क) और (ख) परिवार कल्याण केन्द्रों को राज्य सरकारों द्वारा खोला जाता है और संचालन किया जाता है तथा अनुमोदित पैटर्न के अनुसार भारत सरकार द्वारा शत प्रतिशत सहायता दी जाती है। 1-4-1980 तक कार्य कर रहे परिवार कल्याण केन्द्रों की स्थिति छठी योजना के लक्ष्य तथा 1-4-1982 तक कार्य कर रहे केन्द्रों की संख्या विवरण I में दी गई है।

(ग) परिवार नियोजन तथा जच्चा-बच्चा स्वास्थ्य की विभिन्न तकनीकों के बारे में सलाह तथा सेवाएं इन केन्द्रों में उपलब्ध की जाती हैं। 1980-81 से 1982-83 के दौरान उत्तर प्रदेश में परिवार नियोजन कार्यक्रम की उपलब्धि विवरण II में दी गई है।

विवरण–I

उत्तर प्रदेश में कार्यरत परिवार नियोजन केन्द्र की स्थिति

	1.4.1980 को कार्यरत केन्द्रों की संख्या	छठी योजना के लक्ष्य (अतिरिक्त)	1.4.82 को कार्यरत केन्द्रों की संख्या
1. प्राथमिक स्वास्थ्य केन्द्रों में ग्रामीण परिवार कल्याण केन्द्र	905	2	907
2. ग्रामीण उप-केन्द्र	7600	7900	11952
3. शहरी परिवार कल्याण केन्द्र . .	194	114	229*
* 30-9-1981 की स्थिति के अनुसार . . .			2088

विवरण–II

उत्तर प्रदेश में परिवार नियोजन कार्यक्रम की उपलब्धि

	1980-81	1981-82	1982-83 (सितम्बर 82 तक)
नसबन्दी	78,438	1,58,619	117,765
आई० यू० डी०	172,997	224,873	1,01,660
प्रचलित गर्भ निरोधक (सभी कृत उपयोगकर्ता) खाई जाने वाली गोलियां (सभी कृत उपयोगकर्ता)	312,900 12,050	431,146 15,722	358,654* 13,559*

* अगस्त 1982 तक

Import of Rail Accident Safety Electronic Gadget

4025. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Electronic Corporation of India Limited at Secunderabad had offered to Railways a 'Rail Accident Safety' electronic gadget to put automatic brakes for safety;

(b) whether the Railway Board has decided to import such gadget instead of using the indigenous device;

(c) whether the High-powered Steering Committee, under the Chairmanship of Chairman Railway Board is also thinking of importing computerised information on goods, rolling stock and customer service mechanism;

(d) whether such computerised systems cannot be made by E.C.I.L. and other electronic establishments in India;

(e) whether ultra-modern next Generation Electronic imported systems are absolutely necessary in preference to the available technology in India; and

(f) if so, reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND 'N THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) No.

(c) It has been decided that the computerised freight operations information system will be a combination of centralised and decentralised functions. The centralised core functions will include control of wagons; locomotives; train movements; routing of traffic and empty wagon distribution.

The decentralised/distributed functions will include terminal and yard management; locomotive and wagon repairs; crew and fuel management; accounting and waybilling, etc.

For the centralised system, it is proposed to adopt a proven foreign system along with consultancy support. The decentralised system, either at regional or zonal levels, based on techno-economic considerations, will be developed indigenously.

(d) to (f). Computers currently manufactured by E.C.I.L. and other electronic establishments in India are comparatively small and are not suitable for major applications, particularly the centralised core functions. Besides, computers for the central system have to be capable of running the adopted and modified proven software.

Detailed requirements of regional/zonal and other computers are currently being worked out and a decision about procurement of computer hardware for the decentralised functions will be taken after the detailed specifications are finalised.

People suffering from classified diseases

4026. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the figures of each classified disease *viz.* typhoid, infective hepatitis, dysentery and gastroenteritis per 1,000 population for Delhi, Madhya Pradesh, Himachal Pradesh, Punjab, Bihar and Uttar Pradesh as compared to the all-India average for each disease per 1,000 population?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): Typhoid, infective hepatitis, dysentery and gastroenteritis, are not notifiable diseases. The number of cases of these diseases reported by State/UT Health Authorities during 1981 is given in the attached Statement. The number of

institutions reporting data to these Health Authorities tends to vary from month to month. On the basis of such coverage, figures of incidence per thousand of the population in respect of these diseases cannot be assessed either for the States/Union Territory or on an All India basis.

Statement

Reported Cases (Provisional) due to Typhoid, Infectious Hepatitis, Dysentery and Gastroenteritis during the year 1981.

S.No.	Name of the State/U.T.s.	Typhoid	Infectious	Dysentery	Gastroenteritis
1	Himachal Pradesh	15,295	5,471	3,52,204	69,943
2	Madhya Pradesh	86,624	22,515	10,69,895	10,789
3	Punjab	5,457	2,908	1,40,189	1,67,990
4	Uttar Pradesh	45,439	6,419	5,09,360	3,120
5	Delhi	11,436	7,338	2,59,204	72,319

Note:—Date relating to Bihar is not available.

New University at Amravati

4027. DR. VASANT KUMAR PANDIT: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government of Maharashtra approached the University Grants Commission for clearance of its proposal to establish a new University at Amravati as recommended by the Tope Committee appointed by the State Government; and

(b) if so, reaction of Union Government thereto?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). The Government of Maharashtra had proposed in November 1972, the establishment of two new universities in the State, one at Amravati, and the other in Northern Maharashtra. The University Grants Commission which considered this proposal was not in favour of it and informed the State Government accordingly. There have been no fresh proposals from the State Government to establish a new university at Amravati.

भारतीय दूतावासों पर खर्च

4028. श्री राज नाथ सोनकर शास्त्री : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) विदेशों में स्थित भारतीय दूतावासों तथा मिशनों पर पृथक-पृथक प्रति वर्ष कितनी राशि खर्च होती है ;

(ख) क्या उस में मितव्ययता के लिए हाल में कोई उपाय किए गए हैं ; और

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है ?

विदेश मंत्रालय में राज्य मंत्री (श्री ए० ए० रहीम) : (क) वित्तीय वर्ष 1981-82 में भारतीय राजदूतावास और मिशनों ने कुल 32.80 करोड़ रुपये खर्च किए और भारतीय हाई कमीशनों ने 9.32 करोड़ रुपए।

(ख) और (ग) विदेशों में खर्च कम करने के लिए उठाये गए कदम निम्नलिखित श्रेणियों के अन्तर्गत आते हैं :—

(i) खर्च में किफायत करने के उद्देश्य से कार्मिकों तथा विदेश स्थित मिशनों

की कार्य-प्रणाली से संबद्ध वर्तमान वित्तीय एवं प्रशासनिक नियमों एवं विनियमनों की निरन्तर समीक्षा की जाती है। है। दिन-ब-दिन का ऐसा काम जो मुख्यालय पर किया जा सकता है उसे मुख्यालय को स्थानान्तरित कर दिया गया है और इस तरह ऐसे मिशनों में कार्मिकों की संख्या कम हो गई है।

(ii) इस तरह बड़े मिशनों में जो अमला फालतू हो गया उसे खाड़ी के क्षेत्र तथा उत्तरी अफ्रीका जैसे अन्य क्षेत्रों के ऐसे मिशनो में भेज दिया गया जहां काम का बहुत दबाव था और इस तरह इन मिशनों को मुख्यालय से अतिरिक्त अमला भेजने पर जो खर्च होता वह बच गया।

(iii) विदेशों में कार्यालय के लिए भवन तथा रिहाशी मकान खरीद कर या उसका निर्माण करवा कर किराये की राशि में पर्याप्त कमी करने के प्रयत्न किये जा रहे हैं। इस नीति का दीर्घावधि परिणाम यह होगा कि खरीदी गई सम्पत्ति की पुरी लागत तो वसूल हो ही जायेगी इसके साथ ही भारत सरकार के पास अपनी बहुमूल्य स्थायी सम्पत्ति भी हो जाएगी।

(iv) नियमित प्रशासनिक मानदण्ड निर्धारित कर के तार, परिवहन लेखन सामग्री, टेलीफोन होटल में आवास आदि पर खर्च कम करने के लिए निरन्तर प्रयत्न किए जा रहे हैं। विदेश स्थानान्तरण के बीच दिल्ली में न्यूनतम अवधि के आवास के आदेश से विदेशों में कार्मिकों को दिए जाने वाले यात्रा भत्ते और विदेश भत्ते की काफी बचत होती है।

Non-pooled house accommodation for SMs/ASMs in Bikaner Division

4029. SHRI ARVIND NETAM: Will the Minister of RAILWYAS be pleased to state:

(a) whether the Railway Board has ordered to treat Restgivers and Relieving SMs/ASMs at par with permanent SMs|ASMs who are entitled to Non-pooled house accommodation but the Bikaner Division of the Northern Railway is not treating them at par;

(b) the number of the SMs/ASMs entitled to non pooled accommodation in Bikaner Division of Northern Railway who have not been allotted quarters or have been allotted sub-standard quarters and the proposals if any, for construction of additional quarters to provide cent per cent non-pooled accommodation to them; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Information is being collected and will be laid on the table of the Sabha.

Scope of promotion for Physicians and Employees in Indian System of Medicines

4030. SHRI KESHAORAO PARDHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that there is no scope of promotion for physicians and employees in the Indian System of Medicines;

(b) whether it is also a fact that there is no higher officer or independent unit of Indian System of Medicines and Homoeopathy in Directo-

rate General of Health Services for better administrative control of physicians and employees of this system; and

(c) if so, the steps taken for appointment of higher officers from this service in Directorate General of Health Services.

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c) Promotional avenues for Government physicians of Indian Systems of Medicine are available. There is a separate division of ISM and Homoeopathy in the Ministry and there is adequate number of technical posts at higher levels.

Indian System of Medicines and Homoeopathic Dispensaries in Delhi

4031. SHRI KESHAORAO PARDHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) total number of Indian system of Medicines and Homoeopathic dispensaries set up in Delhi;

(b) total number of psysicians, male and female and number of physicians who have served for five years or more; and

(c) the steps taken or proposed to be taken for their promotion after certain period of service?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND: (a) and (b). Besides the dispensaries in the private sector there are Government and local bodies dispensaries, details of which are given in the attached statement.

(c) Promotional avenues are available for the physicians in CGHS, Delhi Adiministration and M.C.D.

Statement

No. of Dispensaries/Units (CGHS, Delhi Administration, M.C.D & NDMC)	Total No. of Physicians			Physicians with more than 5 years service
1	2			3
	Male	Female	Total	
1. I.S.M.	91	99	27 126	78
2. Homoeopathy	56	44	23 67	37

Bus Facilities for Buttari Block of Pitampura

4032. SHRI KESHAORAO PARDHI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether not a single Delhi Transport Corporation bus service is available for Buttari Block of Pitampura (Vishakha Enclave) causing great inconvenience to the people living there;

(b) if so, the reasons therefor; and

(c) steps being taken for providing bus facilities to the residents of that area?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI): (a) No, Sir. Buttari Block of Vishakha Enclave in Pitampura area, is served by routes No. 164 and 170 from DESU sub-station which is

at a walkable distance. Besides, the residents of Buttari Block can avail the services of routes No. 114, 141, 163, 901, 921, 933, 938, Sharmika Seva and M-8 from Madhuban Chowk which is also at a walkable distance.

(b) Does not arise.

(c) regular surveys have revealed that the services provided at present, to the Colony, are adequately meeting the transport needs of the area.

बनारस हिन्दू विश्वविद्यालय को केन्द्रीय वित्तीय सहायता

4033. **श्री निहाल सिंह :** क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर प्रदेश सरकार के परामर्श से केन्द्र सरकार ने बनारस हिन्दू विश्वविद्यालय से सम्बन्धित कालेजों को वित्तीय सहायता देना शुरू कर दिया है ;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है ; और

(ग) यदि नहीं, तो इस संबंध में विलम्ब के क्या कारण हैं ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उपमंत्री (श्री पी० के० थुंगन) : (क) से (ग) वाराणसी के चार कालेज, जिन्हें बनारस हिन्दू विश्वविद्यालय अधिनियम के खण्ड 15 के अनुसार बनारस हिन्दू विश्वविद्यालय के विशेषाधिकार में लिया गया है, विश्वविद्यालय अनुदान आयोग से अनुरक्षण अनुदान प्राप्त नहीं करते । ये कालेज अपने अनुरक्षण के लिए उत्तर प्रदेश सरकार से वित्तीय सहायता प्राप्त करते हैं, यद्यपि राज्य सरकार द्वारा दी जाने वाली सहायता का वर्तमान स्तर उस से कम है जो उत्तर प्रदेश के अन्य कालेज प्राप्त कर रहे हैं ।

"आंगनबाड़ी" परियोजना तथा बच्चों को शुद्ध भोजन उपलब्ध कराने के लिए उपाय

4034. **श्री निहाल सिंह :**
श्री के० ए० राजन :
श्री विजय कुमार यादव :

क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में उन स्थानों के नाम क्या हैं जहां बच्चों को दिन में शुद्ध भोजन उपलब्ध कराने हेतु आंगन बाड़ियां चल रहीं है और उन्हें गत तीन वर्षों के दौरान प्रतिवर्ष दिल्ली प्रशासन, समाज कल्याण विभाग दिल्ली, दिल्ली नगर पालिका द्वारा दी गई अनुदान सहायता का आंकड़ेवार ब्यौरा क्या है ;

(ख) क्या सरकार का ध्यान इन संस्थानों द्वारा बच्चों को उचित तथा शुद्ध भोजन न दिये जाने के बारे में 29 अगस्त, 1982 के टाइम्स आफ इंडिया में "फूड फार थाट" शीर्षक से प्रकाशित समाचार की ओर दिलाया गया है और यदि हां, तो इस बारे में सरकार ने क्या कार्यवाही की है ; और

(ग) क्या सरकार का विचार यह सुनिश्चित करने की व्यवस्था करने का है कि भविष्य में इस परियोजना के अधीन बच्चों को शुद्ध भोजन मिले ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० थुंगन) :

(क) समेकित बाल विकास सेवा कार्यक्रम के अन्तर्गत आंगनबाड़ियों में स्कूली बच्चों को मध्याह्न भोजन नहीं

दिया जाता है। तथापि, आंगनबाड़ियों में 0–5 वर्ष के बच्चों और गर्भवती तथा दूध पिलाने वाली माताओं को समेकित सेवाएं प्रदान की जाती हैं जिनमें पूरक पोषाहार, प्रतिरक्षण, स्वास्थ्य देख-रेख, पोषाहार और स्वास्थ्य शिक्षा तथा अनौपचारिक स्कूल-पूर्व शिक्षा शामिल हैं।

दिल्ली में समेकित बाल विकास सेवा परियोजनाओं की सूची संलग्न विवरण में दी गई है। समेकित बाल विकास सेवा कार्यक्रम के कार्यान्वयन के लिए भारत सरकार द्वारा दिल्ली प्रशासन को दिये गये सहायक अनुदान का वर्ष-वार बंटवारा नीचे दिया जाता है :—

1979-80	1980–81	1981–82
	रुपये लाखों में	
17.00	25.68	38.30

इसके अलावा पूरक, पोषाहार पर व्यय केन्द्र शासित प्रदेश प्रशासन द्वारा वहन किया गया जो इस प्रकार है:—

1979–80	1980–81	181–82
	(रुपये लाखों में)	
34.00	30.00	43.00

समेकित बाल विकास सेवा परियोजना के क्षेत्रों में पूरक पोषाहार के लिए दिल्ली नगर निगम अथवा नई दिल्ली नगर पालिका द्वारा कोई राशि नहीं दी गयी है।

(ख) और (ग) सरकार को रिपोर्ट की जानकारी है। जांच पडताल करने पर रिपोर्ट को निराधार पाया गया। यह कहना गलत है कि आंगनबाड़ियों में बच्चों को उचित और शुद्ध भोजन नहीं दिया जाता है। दिल्ली प्रशासन द्वारा सभी परियोजना कार्यकर्ताओं को अनुदेश दिए गये हैं कि पूरक पोषाहार के लिए उपयोग में लायी जाने वाली सामग्री अच्छी किस्म की हो और पकाने से पहले उसको पुरी तरह साफ कर लिया जाए।

विवरण

स्वीकृति देने का वर्ष	परियोजना	खंड का नाम
1975–76	शहरी	1. जामा मस्जिद
1978–79 . . .	शहरी	2. नांगलोई
1979–80	शहरी	3. नन्द नगरी

स्वीकृति देने का वर्ष	परियोजना	खंड का नाम
.	शहरी	4. त्रिलोक पुरी
	शहरी	5. जहांगीर पुरी
1980–81	शहरी	6. सीमापुरी
1981–82	शहरी	7. आनन्द पर्वत
	शहरी	8. इन्द्रपुरी
1982–83	शहरी	9. वजीरपुर
	शहरी	10. सुल्तानपुरी
	ग्रामीण	11. महरौली
	ग्रामीण	12. कांझावला
	राज्य क्षेत्र परियोजनाएं	
		1. खानपुर
		2. शकूरपुर

समेकित बाल विकास सेवा परियोजनाओं की सूची अनुबन्ध "क" पर संलग्न है। समेकित बाल विकास सेवा कार्यक्रम के कार्यान्वयन के लिए भारत सरकार द्वारा दिल्ली प्रशासन को दिये सहायक अनुदान का वर्ष-वार बंटवारा नीचे दिया जाता है:—

1979–80	1980–81	1981–82
	(रुपये लाखों में)	
17.00	25.68	38.30

इसके अलावा, पूरक पोषाहार पर व्यय केन्द्र शासित प्रदेश प्रशासन द्वारा वहन किया गया जो इस प्रकार है :—

1979–80	1980–81	1981–82
	(रुपये लाखों में)	
34.00	30.00	43.00

समेकित बाल विकास सेवा परियोजना के क्षेत्रों में पूरक पोषाहार के लिए दिल्ली नगर निगम अथवा नई दिल्ली नगर पालिका द्वारा कोई राशि नहीं दी गयी है।

(ख) और (ग) सरकार को रिपोर्ट की जानकारी जांच है। पड़ताल करने पर रिपोर्ट को निराधार पाया गया। यह कहना गलत है कि आंगनबाड़ियों में बच्चों को उचित और शुद्ध भोजन नहीं दिया जाता है। दिल्ली प्रशासन द्वारा सभी परियोजना कार्यकर्ताओं को अनुदेश दिए गये हैं कि पूरक पोषाहार के लिए उपयोग में लायी जाने वाली सामाग्री अच्छी किस्म की हो और पकाने से पहले उसको पूरी तरह साफ कर लिया जाए।

Coastal Trade

4035. SHRI R. P. DAS: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether water transport is cheap for long travels; and

(b) if so, what steps have so far been taken to put the coastal trade to its right place and arrest the steep decline of the trade?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) and (b). Water transport is cheaper than overland surface transport for long distances. The Coastal Shipping Committee, which was set up by the Government of India to prepare a plan for the Eighties for coastal shipping, has made several recommendations for developing coastal shipping. Some of the recommendations of the Committee have been accepted by the Government and the others are under consideration in consultation with the other Ministries/Departments concerned.

Official Level Indo-Pak Talks

4036. SHRI B. V. DESAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that official level Indo-Pak talks on bilateral matters have been delayed;

(b) if so, what are the main reasons for delay; and

(c) at whose instance talks were postponed?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) to (c). Indo-Pak bilateral talks at Foreign Secretary's level took place in Is'amabad from 11—13th August, 1982. The next meeting of the officials of the two sides will take place in New Delhi in December, 1982.

Universalisation of elementary education

4037. SHRI B. V. DESAI: Will the Minister of EDUCATION AND CULTURE be pleased to lay a statement showing:

(a) whether a national campaign for the universalisation of elementary education was launched on Teacher's day in September, 1982;

(b) if so, whether this campaign will continue until Children's day on November 14, 1982;

(c) if so, whether the main aim was to increase the enrolment and retention of student at the elementary school stage;

(d) if so, whether follow-up action will continue throughout the academic years;

(e) what are the main reasons for drop-outs in primary schools and whether any survey was conducted in this regard; and

(f) what steps are being taken to remove those defects as brought out in the Study Report?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATON AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (d). Yes, Sir.

(e) The reasons mainly are socio-economic. No comprehensive country-wide survey on the subject has been made.

(f) Based, however, on information available through other studies, several measures have been recommended to States/OTs. These measures are detailed in the statement attached.

Statement

In the context of the programme of universalisation of elementary education comprehensive steps have been taken and various measures suggested to the State Governments and Union Territory Administrations, in particular to reduce the drop-out rates. These are:

(i) The entire elementary education has been included under the Minimum Needs Programme (MNP) and 'elementary education' has been accorded a high priority in Education under the Plan.

(ii) Opening of primary and middle schools within easy walking distance covering the needs of all habitations.

(iii) Intensifying the utilisation of existing schooling facilities.

(iv) Conversion of single-teachers schools into two-teacher schools.

(v) Improvement of physical facilities of primary and middle schools.

(vi) Providing non-formal part-time education on an extensive scale.

(vii) Appointment of woman-teachers on a larger scale and provision of creches/pre-schools as adjuncts to primary and middle schools.

(viii) Improvement of teacher competence through application of better standards of educational qualification and inservice training.

(ix) Special attention to girls and to target groups like scheduled castes, scheduled tribes, landless labourers and slum-dwellers.

(x) Adequate provision of incentives like free tex-books and stationery, free uniforms particularly for girls, attendance scholarships particularly for girls and mid-day-meals.

(xi) Improvement of quality of education through decentralisation of curricula making them releveant to the needs, life-situations and environments of chi dren in diverse social, economic, cultural and geographical conditions.

(xii) Introduction of ungraded school system and elimination of stagnation so that every child shall complete one class each year and will be promoted to the next higher class till he completes class VIII, but with adequate safeguards by way of periodical assessment and evaluation on a continuing basis.

(xiii) Provision of multiple-point entry into any class in the elementary stage.

(xiv) Concentrated efforts in the nine educationally backward States, augmented by special Central assistance for non-formal programme in these States, and also in backward areas/pockets in each State.

(xv) Monitoring of attendance in primary and middle schools.

(xvi) Strengthening of the supervisory machinery and decentralisation of administration of Elementary Education down to the block level.

(xvii) Parental education to overcome their apathy towards the education of children especially

girls and setting up of school committees in all schools particularly in the rural and backward areas.

(xviii) Greater use of mass media for elementary education including teacher training.

(xix) Constitution of the National Committee on Elementary Education to guide the implementation of the programme of Universalisation in nine educationally backward States and setting up of State Task Forces for Elementary Education, in these States.

(xx) Central paper assistance to all State-Union Territories for the production of teaching and learning materials for non-formal education programme for elementary age-group children.

P.M.'s Visit to Japan

4038. SHRI B. V. DESAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether during the Prime Minister's visit to Japan both the Prime Minister's agreed on the need to step up and enhance the scope and areas of cooperation between the two countries;

(b) if so, whether any agreements were reached in this regard between the two leaders; and

(c) if so, the details of the agreements reached and to what extent these agreements have been implemented?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) During the Prime Minister's visit to Japan, both sides expressed their desire to improve relations and welcomed the new developments in cooperative economic relations between them.

(b) and (c). Only general discussions were held, and no agreements were discussed or reached during the visit.

Indo-French Relations

4039. SHRI B. V. DESAI:
SHRI P. M. SAYEED:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that relations between France and India are improving;

(b) whether External Affairs Minister's recent talks with the French Foreign Minister and French Defence Minister's visit to India have further strengthened the relations between the two countries;

(c) is it also a fact that almost all the decisions which were taken during the Prime Minister's visit to France have so far been implemented; and

(d) whether India and France have also agreed to work together for the world peace?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Indo-French relations have remained cordial over the years. During the last few years they have received a further fillip with the signing of several protocols and Memoranda of Understanding between the two countries.

(b) The talks with the French Foreign Minister and the visit to India of the French Defence Minister are a part of the ongoing process of consultations between our two countries. There is no doubt that such exchanges and visits will lead to a strengthening of relations between the two countries.

(c) All the decision taken during Prime Minister's visit to France are being vigorously followed up. Working Groups have been constituted and experts of the two countries have been meeting to finalise details.

(d) Over the years, India and France have been cooperating to promote world peace. The two countries

have expressed their common concern at the deterioration of the international situation which could endanger world peace and had agreed to take all necessary initiatives to defuse present tensions.

Demand for starting a Train from Titilagarh to Talhcar

4040. SHRI RASABEHARI BAHERA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any demand has been made to start a train from Titilagarh to Talcher of Orissa, to connect Western part with State Capital and High Court of Orissa;

(b) if so, details thereof; and

(c) steps taken or proposed to be taken by the Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). At present 77/78 Utkal Express and 143/144 Kalinga Express provide direct connection between Eastern and Western Orissa ex. Puri to Jharsuguda via Kharagpur, Tatanagar, Chakradharpur and Rourkela. These trains have connection with 331/332 Rourkela-Kantabanji Passenger at Jharsuguda for passengers for/from Titilagarh. Besides, Eastern and coastal Orissa are also linked by a slip coach service between Raigarh and Cuttack via. Kurda road, Vizianagram and Titilagarh. This slip coach is not being fully utilised. Notwithstanding the lack of commercial justification, introduction of a train service between Titilagarh and Talcher has not been found feasible due to line capacity constraints, lack of coaching stock and also terminal facilities.

Bridge across River Brahmani near Tumkelaghat (Bonaigarh) in Orissa

4041. SHRI MANMOHAN TUDU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the bridge across river Brahmani near Tumkelaghat (Bonaigarh) in Orissa is going to be constructed in 1982-83; and

(b) when the construction of the above bridge on that National Highway is expected to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI): (a) Construction of a bridge including approaches across the river Brahmani near Tumkelaghat (Bonaigarh) in Orissa alongwith four minor bridges in the approaches stands included in the Annual Plan of sanctions for the year 1982-83 at a total cost of Rs. 451 lakhs. The estimate has recently been received from the State P.W.D. and is being processed for sanction.

(b) The bridge is planned to be completed in a period of four to five years after it is taken up for construction.

Day light Superfast Express Train between Bhubaneshwar and Howrah

4042. SHRI MANMOHAN TUDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has a proposal for the introduction of a day light superfast express train between Bhubaneshwar and Howrah;

(b) if so when such proposal is going to be introduced; and

(c) the progress made so far in implementing the above proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN

THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No, not at present.

(b) and (c). Do not arise.

Oil Jetty at Haldia Port

4043. SHRI SATYAGOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether his department has prepared the complete scheme and blue print to set up another oil jetty at Haldia port;

(b) if so, details thereof; and

(c) if not reasons for delay?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) to (c). No. A detailed Project Report for construction of an oil jetty at Haldia Port is under preparatoin by the Consultants. On receipt of their Report, a complete scheme for this Project will be prepared.

L.T.C. for College and University Teachers

4044. SHRI SATYAGOPAL MISHRA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether there is any proposal under the consideration of Government to introduce L.T.C. scheme for the college and University teachers and employees;

(b) if so, what are the details thereof; and

(c) if not, what are the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir.

(b) Does not arise.

(c) L.T.C. scheme as applicable to Central Government employees has been extended to teachers and employees in only those Universities and Colleges which are in receipt of maintenance grant from the Central Government and the employees of which are governed by the rates of allowances sanctioned by the Central Government for its employees.

Completion of Babinagar—Nadikude Railway Line

4045. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of RAILWAYS be pleased to state:

(a) when Babinagar-Nadikude railway line is scheduled to be completed;

(b) whether it would be completed within the scheduled time; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). The first 74 Kms. of the new broad gauge line between Babinagar and Nalgonda has been completed and opened to traffic as phase I, on 27-3-1981. In the remaining section (75.4 Kms.), the work is in progress between Nalgonda and a little beyond Miryalguda, i.e. on a length of about 41 Kms. The progress on the section is about 49 per cent. The date of completion of work on this section would depend on availability of resources. No target date has so far been fixed.

Railway Line from Raniganj to Bankura via Mejhia and bridge over Damodar

4046. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to construct Railway line from Raniganj to Bankura via Mejhia and to construct a rail-cum-road bridge over the river Damodar; and

(b) if so, when construction work is expected to start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

U.G.C. Pay Scales to U.P. University Librarians

4047. SHRI RAM LAL RAHI: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the Ministry has asked the State Universities in Uttar Pradesh *vide* the Ministry's D.O. No. F. 2-2/82-U. I. dated 8.12.1981 to grant U.G.C. pay scale to Librarians in affiliated Degree and Post-graduate colleges;

(b) if so, the response of the Rohilkhand University of Uttar Pradesh to the above instructions;

(c) whether it is also a fact that Punjab Government has already granted UGC pay scale to Librarians in Degree colleges in the State; and

(d) if so, the reasons why Rohilkhand University has not implemented the instructions contained in the above D.O. of the Ministry and what steps Goverment propose to get the UGC pay scale sanctioned to Librarians of Degree and postgraduate colleges affiliated to Rohilkhand University?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) The communication in question was addressed to the State Governments to elicit their views on the proposal for upgradation of the pay scales of Librarian and Directors/Instructors of Physical Education in the Universities and colleges. The Universities were not addressed in the matter.

(b) Does not arise.

(c) The Government of Punjab have agreed to extend the upgraded scales of pay to the Librarians in colleges, as and when the scheme is finalised and communicated to the State Government.

(d) The scheme has to be accepted and implemented by the Government of Uttar Pradesh as far as Colleges affiliated to the Rohilkhand University are concerned. The State Government has not yet conveyed their views on the proposal to upgrade the pay scales of Librarians and DPEs in Universities and Colleges in the State.

सीतापुर जिला, उत्तर प्रदेश में जी० टी० रोड पर बाई-पास

4048. श्री राम लाल राही : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि उत्तर प्रदेश के सीतापुर जिले में जी टी रोड पर बाई-पास के निर्माण में क्या प्रगति हुई है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री सीता राम केसरी) : राष्ट्रीय राजमार्ग सं० 24 पर सीतापुर में बाई-पास के निर्माण के लिए अधिकांश भूमि प्राप्त कर ली गई है । शेष भाग को प्राप्त करने के लिए कार्रवाई की जा रही है, जो थल सेना के अधिकार में है ।

Prime Minister Visit Abroad

4049. SHRI SATYENDRA NARAYAN SINHA:
PROF. MADHU DANDAVATE:

Will the Minister of EXTERNAL AFFAIRS be plesaed to state:

(a) whether the Prime Minister visited several foreign countries during the past nine months (1982);

(b) if so, the details of the countries; and

(c) the details of the officials, pressmen/correspondents and relatives of the Prime Minister accompanying on each of the tours?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir.

(b) The following countries were visited:

United Kingdom	:	March 21—27
Saudi Arabia	:	April 17—20
United States of America	:	July 27—August 4
Japan	:	August 5—6
Mauritius and Mozambique	:	August 23—28
USSR	:	September 20—26

(c) Lists of persons who accompanied the Prime Minister on the above mentioned tours are laid on the Table of the House. [Placed in Library. *See* No. LT-5668/82]

Shortage of Teachers in Senior Secondary Schools

4050. SHRI R. N. RAKESH: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that there is an acute shortage of teachers in various Government Senior Secondary Schools like Jorbagh, Kidwai Nagar, *etc.*;

(b) whether the existing teachers are not regular and the students also are not given importance in the matter of special buses, etc.;

(c) if so what action Government proposes to take to protect the interests of the teachers and the students in terms of Service and other conditions, considering them at par with the teachers and the students of other Regular Colleges of Delhi; and

(d) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). According to information furnished by the Delhi Administration, there is shortage of teachers in Government Adult Senior Secondary Schools in Jorbagh, Kidwai Nagar etc. Teachers have been appointed on part-time basis in these schools and, there is no arrangement of special buses for the students.

(c) Delhi Administration has reported that a Committee under the Chairmanship of Additional Director of Education (Schools) has been constituted to look into the question of protection of interests of teachers in the schools. The students are provided with the facility of all route bus pass at concessional rates. Other necessary facilities, as are available to other schools, are also given to them.

(d) Question does not arise.

National Award to Teachers

4051. SHRI VIJAY KUMAR YADAV: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that the names of Teachers of High Schools in the State of Bihar have been finalised for the year 1982 National Award; and

(b) if so, the names of those teachers?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir. The names of secondary school teachers from Bihar for the National Award, 1982, have been finalised.

(b) The names are:

(i) Smt. Kumud Sharan, Principal, Bankipur Balika Uchha Vidyalaya, Patna.

(ii) Shri Adinath Mishra, Principal, Govt. Higher Secondary School, Gardanibagh, Patna.

(iii) Dr. Loknath Mishra, Headmaster, Choudhary Kedarnath Uchha Vidyalaya, Sindhwara, Darbhanga.

Departmental Action Against Exhibition Officer, Railway Board

4052. SHRI HIRALAL R. PARMAR: Will the Minister of RAILWAYS be pleased to state:

(a) particulars of the officials alongwith the Exhibition Officer of Railway Board against whom departmental action was recommended by the Central Vigilance Commission in 'cheating case';

(b) officials against whom major penalty proceedings were recommended;

(c) when was the advice from the Central Vigilance Commission received and what action has been taken to finalise the case quickly; and

(d) the reasons for the delay in finalising the case?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The Central Vigilance Commission recommended (i) initiation of proceedings as for a major penalty against the Exhibition Officer-cum-Business Manager, Railway Boards (ii) a simple written warning to the former Dy Director, Railway Board and (iii) action as deemed fit against five other officers of the Railway Board to be taken by the Railway Ministry on their own.

The Railway Ministry accepted the advice of the Central Vigilance Commission. Regarding item (i), departmental proceedings are already in progress against the Exhibition Officer-cum-Busines Manager, Railway Board. Regarding item (ii), the officer concerned has already been administered a warning to be more careful in future. Regarding item (iii), the Railway Ministry have decided that a view in their cases be taken only on completion of the departmental proceedings initiated against the Exhibition Officer-cum-Business Manager, Railway Board.

(c) The final advice of the Central Vigilance Commission is dated 20th February, 1982 and received in this Ministry on 24th February, 1982.

(d) There has been no delay in implementing the Central Vigilance Commission's advice as accepted by the Railway Ministry.

Conversion of Manmad Aurangabad

4053. SHRI UTTAM RATHOD: Will the Minister of RAILWAYS be pleased to state:

(a) is it a fact that the conversion of meter guage to broad guage of the Manmad—Aurangabad section on South Central Railway has been undertaken;

(b) what is the estimated cost of this project;

(c) what is the total expenditure incurred so far; and

(d) when this project is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Rs. 13 crores.

(c) Rs. 1.82 crores upto 31-3-1982.

(d) The date of completion of the project would depend on availability of resources.

Navyug Junior School, Vinay Marg

4054. SHRI QAZI SALEEM: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that the students of Navyug Junior School, Vinay Marg, New Delhi are imparted free education and also other facilities like lunch, stationery and clothing, shoes, etc.;

(b) whether it has been brought to the notice of the Ministry that substandard items are provided to the students;

(c) if so, the action taken thereon;

(d) what was the allocation made to the Navyug School and how much amount has been spent during the last one year; and

(e) if the expenditure is less in comparison to the allocation made, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) As reported by the New Delhi Municipal Committee, no tuition fee is charged from any student. No lunch is provided to the students of Navyug Junior school. Only light refreshment like bread, milk and fruit is provided. Further, for the other facilities like stationery, clothing, shoes etc., children whose parents' total income is upto Rs. 15,000 p.a. are not required to pay any thing but the children whose parents' total income is from Rs. 15,000 p.a. to Rs. 20,000 p.a, pay half the expenses for the above mentioned facilities and the children whose parents total income is Rs. 20,000 p.a. and above, pay full expenses. However, all students pay for the transport as fixed by the school from time to time.

(b) No such complaint has been received in the Ministry.

(c) Does not arise, in view of reply to (b) above.

(d) The allocation for the financial year 1981-82 was Rs. 2.98 lakhs and expenditure for the same year was Rs. 2.41 lakhs.

(e) The saving is mainly under Head "Salary and Allowances" for the reason that the staff was employed for a lesser period than provided for.

Bal Bhawan Society Employees temporary after 25 years service

4055. KUMARI PUSHPA DEVI SINGH: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether all the employees working in the Bal Bhawan Society, Kotla Road, New Delhi remain temporary even after putting in twenty-five years' service or more;

(b) how many employees of the Bal Bhawan Society have been removed from service, so far, without any notice;

(c) whether Government have received any representations from the employees in this regard; if so, the details thereof; and

(d) the action Government propose to take to confirm the employees?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir. However, a provision is being made by the Bal Bhavan Society in their Bye-laws to introduce suitable

modifications to provide for confirmation of eligible employees.

(b) and (c). According to information received from the Bal Bhavan Society, no employee has been removed from service by them without following the provisions of their Service Bye-Laws.

A representation was received from an employee who was removed from service by the Bal Bhawan Society. No reply was sent to him because he had taken the case to the Court of Law.

(d) The matter is under examination

Service Conditions of Bal Bhawan Society Employees

4056. SHRI GHUFRAN AZAM: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether there are rules regulating the service conditions of the employees of the Bal Bhawan Society, Kotla Road, New Delhi; if so the details thereof;

(b) if not, what are the reasons therefor; and

(c) what steps Government are taking to frame the rules regulating the service condition of these employees?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir. The service conditions of the employees of Bal Bhavan Society are governed by the 'Bal Bhavan Society, India, Service Bye-laws', as amended from time to time.

(b) and (c). Do not arise.

Gratuity to Bal Bhawan Society Employees

4057. SHRI SATISH PRASAD SINGH: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the employees of the Bal Bhawan Society, Kotla Road, New Delhi are given gratuity pension, etc.; if so, the details thereof?

(b) if not, the reasons therefor; and

(c) the steps being taken to give the benefits to these employees?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) The employees of Bal Bhavan Society, India, are covered by a scheme of Contributory Provident Fund since its inception. A Gratuity scheme for these employees has been implemented with effect from January 1, 1982.

(b) and (c). Do not arise.

Upgradation of Madres Medical College, Madras into an institute of post graduate education and research

4058. DR. V. KULANDAIVELU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have received any proposal for conversion and upgradation of the Madras Medical College, Madras into an Institute of Post Graduate Education and Research;

(b) if so, details thereof; and

(c) if not, whether Ministry has invited the attention of Government of Tamil Nadu about the said proposal?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c). Government of Tamil Nadu have informed us that they are going to upgrade the Madras Medical College into an Institute of Post Graduate Education and Research. This Institute would be located at Technology Campus, Adyar and will cater to super-speciality courses.

Demands made by Safdarjang Hospital Medical Officers Welfare Association

4059. SHRI SUDHIR GIRI: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that the Safdarjang Hospital Medical Officers' Welfare Association has raised some demands in a letter to the Vice-Chancellor;

(b) if so, what are those demands, put forward by the Association;

(c) steps taken by Government so far to fulfil their demands; and

(d) if no steps are taken, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) Their main demands are award of teaching designations; enhancement of honorarium; representation on the Governing Body of the University College of Medical Sciences and other academic bodies of the Delhi University; and transfers and postings of Medical Officers.

(c) and (d). The Delhi University has already awarded teaching designations to 146 doctors of the Safdardanj Hospital imparting clinical instruction to the students of University College of Medical Sciences. However, on representation from the doctors, the Delhi University has agreed to review these designations on the recommendations of the Medical Council of India. The honorarium for the doctors has been raised from the present Rs. 150/- to Rs. 250/- p.m. The University has made provision under which the Director General, Health Services and the Medical Superintendent, Safdarjang Hospital are members of the Governing Body of the College. The University has also agreed to appoint doctors for teaching in the College from a panel approved by the DGHS against vacancies on account of transfer of doctors from the Safdarjang Hospital to other hospitals.

गैर सरकारी अस्पतालों में नियुक्त कनिष्ठ चिकित्सकों की सेवा शर्तें

4060. श्री कुंवर राम : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गैर-सरकारी अस्पतालों में कार्य करने वाले कनिष्ठ चिकित्सकों (रेजिडेंट मेडिकल अफसरों) की सेवा शर्तें निर्धारित की गई हैं ;

(ख) यदि हां, तो क्या उन शर्तों का मूलचन्द अस्पताल, दिल्ली जैसे अस्पतालों में पालन किया जाता है; और

(ग) यदि नहीं, तो क्या सरकार पंजीकृत गैर-सरकारी अस्पतालों के कनिष्ठ चिकित्सकों की सेवा शर्तें निर्धारित करने के लिए शीघ्र ही कोई कानून बनाएगी ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री वी शंकरानन्द) : (क) प्राइवेट अस्पतालों में कार्य कर रहे जूनियर डाक्टरों (आवासिक चिकित्सा अधिकारियों) के लिए भारत सरकार ने कोई सेवा शर्तें निर्धारित नहीं की हैं ।

(ख) यह प्रश्न नहीं उठता ।

(ग) ऐसा कोई प्रस्ताव सरकार के विचाराधीन नहीं है ।

Director, Indian Institute of management, Bangalore

4061. SHRI GEORGE FERNANDES: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government have received a memorandum containing serious allegations against the Director of the Indian Institute of Management, Bangalore; and

(b) if so, what action has been taken on the memorandum?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) Most of the allegations contained in the memorandum are repetitions of those already enquired into by Special Committee of the Board of Governors of the Institute and found to be baseless. However, the Government proposes to refer the memorandum to the Chairman, Board of Governors for suitable action.

Non recognition of AVMS awarded by Mahakaushal Ayurvedic Unani Board, Jabalpur

4062. SHRI JITENDRA PRASAD: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to the Unstarred Question No. 10192 on 29th April, 1982 regarding non recognition of AVMS awarded by Mahakaushal Ayurvedic Unani Board Jabalpur (MP) and state:

(a) since when the matter of inclusion of AVMS degree of Mahakaushal Board of Ayurvedic and Unani System of Medicine, Jabalpur in the Indian Medicine Central Council Act, 1970 is under the consideration of Central Government and by what date the commitment will be fulfilled;

(b) whether Government are aware of the losses accrued to the Vaidyas having this AVMS degree of Jabalpur Board due to non-inclusion of the former in the Indian Medicine Central Council Act; and

(c) how soon Government propose to rectify the discrepancy and whether the benefits to AVMS degree holders from Jabalpur Board will be extended as both courses are conducted by the same State and if so, since when and if not the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c). The request for inclusion of A.V.M.S. qualification awarded by the Mahakaushal Board of Ayurvedic and Unani Systems of Medicine, Jabalpur, in the Second Schedule to the Indian Medicine Central Council Act, 1970, received in November, 1979 was referred to the Central Council of Indian Medicine for their comments which are awaited. As this qualification is already included in the Schedule of State Act persons possessing this qualification can practise in the State. The decision regarding its inclusion in the Schedule of Indian Medicine Central Council Act, 1970 will be taken after receipt of comments of the Council.

राजकीय सह शिक्षा उच्चतर माध्यमिक विद्यालय, राष्ट्रपति भवन

4063. श्री निहाल सिंह : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजकीय सहशिक्षा उच्चतर माध्यमिक विद्यालय, राष्ट्रपति भवन, नई दिल्ली को दिल्ली प्रशासन द्वारा चलाया जा रहा है ;

(ख) यदि हां, तो गत तीन वर्षों के दौरान प्राथमिक और उच्चतर माध्यमिक कक्षाओं के गरीब छात्रों में वितरित करने के लिए विद्यालय को कितनी मात्रा में कपड़ा सप्लाई किया गया ; और

(ग) क्या यह सच है कि अनुसूचित जाति और अनुसूचित जनजाति के छात्रों के सिवाय अन्य किसी छात्र को यह कपड़ा नहीं दिया गया है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उपमंत्री (श्री प. के० थुनगन) : (क) जी, हां ।

(ख) दिल्ली प्रशासन द्वारा भेजी गई सूचना के अनुसार, ब्यौरे इस प्रकार हैं :—

वर्ष	वितरित किए गए कपड़े की मात्रा
	मीटर
1979–80	959
1980–81	294
1981–82	436

(ग) जी, नहीं । प्रति माह 500.00 रु० तक की आय के आधार पर न कि किसी अन्य आधार पर केवल निर्धन छात्रों को ही कपड़ा वितरित किया जाता है । इस अनुमोदित योजना के अन्तर्गत केवल मिडिल/माध्यमिक / सीनियर माध्यमिक स्कूल ही आते हैं ।

Survey conducted by orthopaedic educations and Research Institute in Maharashtra

4064. SHRI BALASAHEB VIKHE PATIL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that a recent survey conducted by an orthopaedic education and research institute has revealed that nearly 90 per cent of the rural children in Maharashtra become polio victims;

(b) if so, whether the Central Government propose to send medical expert team to go round the State of Maharashtra to find out the inadequacies that are now prevalent in the rural area of Maharashtra which is taking such a heavy tall of children and rendering them cripple for the rest of their life; and

(c) whether Government would, keeping in view the alarming situation immediately rush doctors and polio vaccines to immunise the children who have not been affected so far and if so, the details of the programme drawn up, if any, in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c). According to the press report the Sancheti Institute of Orthopaedic Education and Research, Pune, had conducted a survey regarding the incidence of Poliomyelitis among children in 17 districts of Maharashtra. Government have however, not received a copy of the report. A Sample Survey Organized by the Directorate General of Health Services in collaboration with the State Health authorities has shown that the incidence rate of polio in children 0-4 years of age varies from 0.99 to 1.87 per thousand children in the rural areas of Maharashtra; as compared to national average of 1.5 to 1.9 per thousand children. This does not call for any special study in Maharashtra.

Development grants to Bihar Universities

4065. SHRI BHOGENDRA JHA: Will the Minister of EDUCATION AND CULTURE be pleased to state the latest position with regard to the development grants given to various

universities of Bihar during 1978-79 and 1980-81 and particularly to Mithila University?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): The total grants paid by University Grants Commission to various Universities in Bihar during the last three years are as follows:—

(Rupees in lakhs)

	1979-80	1980-81	1981 82
1. Bhagalpur	8·66	30 03	20·92
2. Bihar	13 02	6·17	16·32
3. Ranchi	14·55	18 00	17·12
4. Magadh	12·05	8·98	11·25
5. Patna	15·95	34·33	36·58
6. K.S. Darbhanga	1·09	4·76	7·75
7. Mithila	0 56	2·06	0·67

The Mithila University has not been paid any general development grant, as the University Grants Commission had not received complete information from the State Government/University about provision of facilities as required in the rules framed under section 12-A of the U.G.C. Act.

Number of staff in central and Western Railways

4066. SHRI J. S. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of all classes of employees of Central Railway (irrespective of their being permanent or temporary) working in various establishments such as various offices goods sheds, work shops, stations, signal cabins, lines maintenance etc. etc. which are situated in the suburban section of Central Railway i.e. from Bombay to Karjat, Kasara, Mankhurd, Bandra as on 31 August, 1982;

(b) the total number of Western Railway establishments as listed above, situated in its suburban section i.e. from Bombay to Virar as on 31 August, 1982; and

(c) the total number of running staff (all categories) of each of the above Railways based at any place in their respective suburban areas (as on 31 August, 1982)?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

Government colleges, Port Blair

4067. SHRI MANORANJAN BHAKTA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) what is the strength of students in Government College Port Blair and what are the subjects taught;

(b) what is the present sanctioned strength of lecturers/professors in the college and how many have been filled; and

(c) whether there is any shortage of lecturers/professors in the Government College, Port Blair, if so, state subject-wise and since when and what action has been taken to fill up the vacancies?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) As reported by the Andaman and Nicobar Administration, the total strength of students in Government College, Port Blair, for the 1982-83 session is 387. The following subjects are taught at the undergraduate level:—

English, Hindi, Political Science, History, Economics, Physics, Chemistry, Zoology, Botany, Music, Bengali, Home Science, Commerce and Mathematics.

Besides, facilities are available for teaching of additional subjects in Sanskrit, Bengali, Urdu and Military Training.

Post-graduate classes in English and Political Science are also conducted.

(b) The total strength of Lecturers in Government College, Port Blair, is 38, of which 25 posts have been filled in, on regular basis, through the UPSC and 9, on *ad hoc* basis.

(c) The following number of posts have been lying vacant since 1981 in various subjects:—

English—one

Political Science—one

Commerce—two

The Andaman and Nicobar Administration has requested the UPSC to recommend candidates against these vacancies

Pay of Head masters

4068. SHRI BHEEKHABHAI: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that there exists anomaly in the pay packet of Headmaster/Headmistress and seniors who draw less pay as compared to the junior,specially those who are put in the selection grade in the Primary schools, Municipal Corporation of Delhi;

(b) how many senior-Headmasters/Headmistresses are there who are getting less and the reasons for the anomaly; and

(c) the steps taken to rectify this anomaly?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c). Consequent upon the adoption of a special pay fixation formula at the time of revision of pay scales of teachers on 27-5-1970 and the introduction of selection grade for certain categories of teachers with effect from 5-9-1971 and 1-1-1973, anomaly arose in the pay scales of Headmasters vis-a-vis Junior Headmasters in the Primary schools of Municipal Corporation, Delhi.

The matter was considered by the Government and Municipal authorities were authorised to remove the anomaly by stepping up the pay scales of Senior Headmasters vis-a-vis their Junior counter-parts in the M.C.D. schools on 15-5-1982.

According to information made available by the M.C.D., the above instructions were sent to all the Municipal Primary Schools to remove the anomaly by stepping up the pay scales.

Expert opinion for mobile hospitals rather than eye camp

4069. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of

HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that expert opinion is to look forward to mobile hospitals rather than eye camps and permission from the Chief Medical Officer of the District is necessary to hold an eye camp;

(b) whether eye camps are not desirable in Urban areas where there are so many hospitals around if so, steps taken to check their holding so as to ensure the availability of trained opthalmic surgery and capable doctors and check the use of razor blade surgery by quacks; and

(c) how Government propose to check the problem of the so-called R.M.Ps. who have had no training, whether it is ayurvedic, unani, homoeopathic, through correspondence or working as a compounder?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Existing guidelines of Government on the conduct of eye camps prescribe that the surgical operations on eyes in the camps are to be performed by qualified and experienced Opthalmic surgeons and under hygienic conditions. Prior permission of the local Chief Medical Officer of the District is necessary for the conduct of such eye camps to ensure that these and other provisions of the guidelines are observed in every eye camp.

(b) According to the approved pattern grants-in-aid is admissible to voluntary organisations for intraoculor operations in eye camps in rural areas for towns with less than 50,000 population.

(c) Under Indian Medical Council Act, 1956, Indian Medicines Central Council Act, 1970 and Momoeopathy Central Council Act, 1973, only qualified practitioners are competent to perform any surgical operation. Violation of the provisions of these acts is punishable for imprisonment for a term which may extend to one year or with fine which may extend to Rs. 1,000 or with both.

Appointment of Local (Health) Authority of Union Territory of Delhi under PFA Act 1954 with technical qualification

4070. SHRI K. LAKKAPPA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Section 10 (4-A) of the PFA Act, 1954 empowers the Local (Health) Authority to order the destruction of seized perishable food articles;

(b) if so, is it not necessary for coming to a right conclusion in respect of (a) above, that a Local (Health) Authority under PFA, Act, 1954 must have some technical qualifications and experience in regard to Food Hygiene Science and Human health; and

(c) if so, action proposed by the Government to post officers having technical qualifications and experience in regard to Food hygiene science, and human health as Local Health Authority in the interest of the health of general public?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c). Under Section 10 (4-A) of the PFA Act, 1954, if any article of food of perishable nature seized under Sub-Section 4 of the Act is considered unfit for human consumption by the Local (Health) Authority, the said Authority may, after giving notice in writing to the vendor, cause the same to be destroyed.

The Prevention of Food Adulteration Rules, 1955 do not prescribe any qualifications for Local (Health) Authority, but the State Governments have been advised from time to time to appoint officers with technical background and experience as Local (Health) Authority.

Introduction of integrated nutrition planning programme in States

4071. SHRIMATI JAYANTI PATNAIK: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether integrated nutrition planning programme has been introduced in various States;

(b) if so, since when such programme has been introduced in Orissa;

(c) the programme undertaken under the above scheme in that State since then; and

(d) the details about the programme of the Government in implementing the above programme in Orissa in 1982-83?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (d) No programme called "Integrated Nutrition Planning Programme" has been introduced in the States. Integrated Child Development Services (ICDS) Scheme was started in all States in 1975-76 to provide integrated services of nutrition, health and non-formal education to children below 6 years and pregnant and nursing mothers. The States have also been requested to upgrade the Special Nutrition Programme (which aims at providing supplementary nutrition to children below 6 years and pregnant and nursing mothers) by strengthening it with supportive health and non-formal educational services.

By the end of 1982-83 Orissa will have 27 ICDS projects. Orissa has also prepared a project for upgradation of Special Nutrition Programme in Keonjhar and Mayurbhanj districts of the State.

News item captioned 'AIIMS stilled his heart'

4072. SHRI NARAYAN CHOUBEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn to a news item which appeared in 'BLITZ' dated 2 October, 1982 captioned 'AIIMS stilled his heart' regarding reported delay on the part of doctors of AIIMS, New Delhi in conveying on the further up an infant suffering congenital heart failure that facilities for the operation of infant did not exist at the Institute resulting in the death of the child;

(b) if so, the reasons therefor;

(c) whether any inquiry has been conducted into the incident; and

(d) if so, the details of the findings and action taken if any, in the matter?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (d). As per the news item it is alleged that the doctor of All India Institute of Medical Sciences attending on a three months old child suffering from congestive failure due to a congenital heart disease was negligent in the performance of his duties and that there was an avoidable delay in giving a referral to the parents of the child for undergoing surgery at Madras where facilities for such operations were available. The AIIMS authorities have looked into the matter and have come to the conclusion that there was no delay in giving the appropriate treatment or referring the patient to Madras.

Standard of visual acquity for technical posts under Government

4073. SHRI GHUFRAN AZAM:
SHRI H. N. NANJE GOWDA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what are the standard of visual acquity for technical posts under the Government;

(b) whether a person is fit for technical post after cataract surgery when there is no accommodation left; and

(c) if the answer to (b) above is in the negative, how some specialists Grade I of CHS have been allowed to do micro surgery in a New Delhi major hospital?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c) Visual standards at the time of first entry into service with glasses are—one eye 6/6, other 6/12 or both eyes 6/9 each. There is no limit of visual standards laid in the rules for appointment to the technical posts after cataract surgery.

Lateral road from Dehradun to Raksol

4074. SHRI ASHFAQ HUSSAIN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government propose to take up again the construction of Lateral Road from Dehradun to Raksol via Girjapuri and Bagha;

(b) whether there is any plan of constructing a bridge on River Bani Gandak (Narayani) near Bagha to link North Bihar with North East U.P.; and

(c) details of the schemes before the Government?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESARI): (a) to (c) The Road in question is a state road. The State Government concerned are, therefore, responsible for its construction including the bridge over Bani Gandak river. The Central Government have no scheme for the project.

Selection grade for language teachers (Female)

4075. SHRI DAYA RAM SHAKYA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether there is a selection grade in respect of language teachers (Female) working in Government schools under Delhi Administration in the pay scale of Rs. 425—640 recently revised;

(b) if so, from what date the teachers are eligible for placement in selection grade and number of teachers due for placement in selection grade with retrospective effect;

(c) whether any promotions to this selection grade have been made;

(d) if so, whether the promotions to selection grade so made were strictly according to seniority;

(e) whether on the basis of erroneous seniority any promotions were made to selection grade;

(f) if so, whether the erroneous promotions to selections grade have since been rectified and the rightful persons since placed in selection grade in pursuance of normal rules; and

(g) action, if any, taken about erroneous promotions?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATON AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) According to information furnished by the Delhi Administration, the following selection grade posts in the category of Junior Language Teachers (Female) were created:—

Posts	with effect from
5	5-9-1971
1	1-1-1973
2	1-7-1973

The same number of female Junior Language Teachers will be benefited after the representations of the teachers who had been wrongly given selection grade are settled.

(c) Yes, Sir. Four female teachers granted Selection Grade with effect from 5-9-1971.

(d) and (e) Selection Grade was granted on the basis of seniority list supplied by Municipal Corporation of Delhi when the services of these teachers working in M.C.D. prior to 1-7-1970 were transferred to Delhi Administration. However, due to subsequent amendment of the seniority list by M.C.D. certain changes had to be made to give selection grade as per revised seniority list.

(f) and (g) Orders to withdraw selection grade have since been issued by the Delhi Administration but recoveries for overpayment are yet to be made. As soon as the recoveries are effected the rightful persons will be given the selection grade.

Occupation of railway land in Bhavanagar and Rajkot Division

4076. SHRI RAMJIBHAI MAVANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there are a number of cases of illegal occupation of Railway land on Bhavanagar and Rajkot Division of Western Railway as well as at Delhi and other parts of the country on various Railway;

(b) if so, the details thereof;

(c) what action have been taken for its vacation;

(d) whether complaints against some Railway employees and officials for allowing illegal occupation have been received;

(e) if so, the action taken against the employees; and

(f) how many such cases are with Courts?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) There are approximately 85,000 encroachments spread over all Indian Railways. Most of the encroachments are by way of jhuggis, jhonpris for residential purposes. In some cases, the land is being used for commercial purposes like shops etc. The concentration of encroachments is generally in big towns and metropolitan cities. The reported number of encroachments in Bhavnagar Division is 8, in Rajkot Division 164 and at Delhi 4969.

(c) The Railway Administrations constantly endeavour to prevent further encroachments and to remove the encroachments through persuasion or by taking action under the Public Premises (Eviction of Unauthorised Occupants) Act, 1971, in a phased manner. During the year 1981-82, nearly 7500 encroachments were removed while 6100 new encroachments were noticed.

(d) and (e) Some general complaints against railway employees were received and were looked into. However, for want of details, or evidence, it was not possible to substantiate these allegations.

(f) There are no cases of Railway employees in Courts in respect of allowing illegal occupation of land.

News-item captioned "Aspatal Ke Karamcharion Ki Bimar Basti"

4077. SHRI HIRALAL R. PARMAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the attention of Government have been drawn to the news-item appearing in 'Sandhya Times' dated 13 September, 1982 under the caption, "Lok Nayak Jai Prakash Asptal-Rogiyon Ki Shikayat sunne wala koi Nahin" (Nobody is there to listen to the complaints of the patients

in Loknayak Jai Parkash Narayan , Hospital;

(b) if so, whether Government have examined the conditions in these hospitals; and

(c) the action taken and measures adopted or being adopted to improve the position?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c) There is no news item in *Sandhya Times* dated 13th September, 1982 to this effect. Such a news item however, appeared in *Nav Bharat Times* dated 13th September, 1982. Public hospitals generally operate under conditions of overcrowding. The number of patients is increasing and they are required to go through registration formalities followed by examination and various investigations, etc. These factors mainly determine the time taken for delivery of services. Constant pressure of patients and their attendants also tends to strain the sanitary services in these hospitals. Despite such constraints, strenuous efforts are made to give timely attention to the patients and to maintain a reasonable level of sanitation.

Iron ore exported from Visakhapatnam Port

4078. SHRI ANANTHA RAMULU MALLU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the details regarding quantity of iron ore exported from the Visakhapatnam Port during last two years, year-wise;

(b) the handling capacity of the Visakhapatnam Port for exporting this item;

(c) whether it is a fact that the stockyard of iron has to be transported by conveyor belts which passes through the city; and

(d) whether Government are satisfied with the present location of the stockyard iron stands in the way of efficient and ful utilisation of th equipment of the port?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): (a) The export of iron ore through Visakhapatnam Port was 56.57 and 6194 lakhs tonnes in 1980-81 and 1981-82 respectively.

(b) The iron ore Handling capacity of Visakhapatnam Port is eighty lakh tonnes per annum.

(c) Yes. The iron ore is transported by conveyor belt from stockyard to ship. A small portion of about 500 metres of this conveyor belt passes through the city and it is entirely covered.

(d) The present location of the stockyard was phases after carrying out detailed study and does not militate against efficient and full utilisation of equipment at port.

हिन्दी तथा अन्य भाषाओं के विकास के लिए केन्द्रीय अनुदान

4079. श्री सत्यनारायण जटिया : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1979-80 के बाद से हिन्दी तथा अन्य भाषाओं के विकास के लिए दिये जा रहे केन्द्रीय अनुदान में कमी कर दी गई है ;

(ख) यदि हां, तो इसके क्या कारण हैं; और

(ग) वर्ष 1979-80, 1980-81, 1981-82 तथा 1982-83 के लिए उक्त प्रयोजनार्थ, पृथक्-पृथक् कितना केन्द्रीय अनुदान दिया गया ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उपमंत्री (श्री पी० के० चुंगन) : (क) और (ख) : जी, नहीं ।

(म) विवरण सभा पटल पर रखा जाता है । [पुस्तकालय में रखा गया । देखिये संख्या एल डी -5669/82] ।

Indo-Bangladesh Joint Commission

4080. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is fact that Indo-Bangladesh Joint Commission has been set up to impart into their relations a substantial economic content; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir.

(b) The full text of the Agreement on the establishment of a Joint Economic Commission signed on the 7th of October, 1982 was placed on the Table of the House on the 11th of October, 1982.

The first meeting of the Commission is due to be held in Delhi later this month.

(व्यवधान)

एक माननीय सदस्य : अध्यक्ष महोदय, रेलगाड़ी पर यूथ कांग्रेस के लोगों ने पत्थर फेंके हैं . . . (व्यवधान)

MR. SPEAKER: Let the Home Minister make his statement.

*श्री रशीद मसूद (सहारनपुर) : पंजाब के बारे में पहले भी स्टेटमेन्ट दे चुके हैं । इसमें सभी लोगों को तकलीफ है, चाहे वे इधर के हों या उधर के हों । आपके पास कालिंग अटेन्शन और एडजर्नमेन्ट मोशन पड़े हुए हैं, उन पर आप डिसकशन करवा दीजिए ।

شری رشید مسعود : پنجاب کے بارے میں پہلے بھی اسٹیٹمینٹ دے چکے ہیں - اس میں سبھی لوگوں کو تکلیف ہے چاہے وہ ادھر کے ہوں یا اُدھر کے ہوں -آپکے پاس کالنگ اٹینشن اور ایڈجورنمنٹ موشن پڑے ہوئے ہیں ان پر آپ ڈسکشن کروادیجئے -

MR. SPEAKER: Let him make his statement.

श्री अटल बिहारी वाजपेयी : (नई दिल्ली) : अध्यक्ष महोदय, इस तरह के जो वक्तव्य यहां पर दिए जाते हैं उन पर आप हमें स्पष्टीकरण पूछने का मौका नहीं देते हैं ।

अध्यक्ष महोदय : आप लिख कर दीजिए तो मैं बहस करवा दूंगा ।

श्री रामविलास पासवान : (हाजीपुर): लेकिन पार्लियामेन्ट तो कल बन्द हो रही है ।

MR. SPEAKER: Parliament is a continuous process. It never ceases to exist. Please sit down.

श्री राम विलास पासवान : मैं नियम के अन्तर्गत जानना चाहता हूं कि आज मंत्री महोदय स्टेटमेन्ट दे रहे हैं, कल प्राइवेट मेम्बर्स बिल्स आयेंगे, अगर कोई मेम्बर डिस्कशन चाहेगा भी तो डिस्कशन कैसे हो सकता है ?

MR. SPEAKER: नहीं हो सकता है तो नहीं होगा । (*Interruptions*) Does not matter. This will not happen. Let him make his statement.

(*Interruptions*)

MR. SPEAKER: Let him make his statement. That does not detract from the situation that he is to make a statement.

श्री बलराम सिंह (हरिद्वार) : अध्यक्ष महोदय, आप मुझे भी थोड़ा सा बोलने का दीजिए ।

MR. SPEAKER: It is under my consideration. I have allowed you to make the statement completely without any change. You have made your statement. Now, it is up to us.....Let me make it clear to you.

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): Sir, I have a point of order. Sir, the 'Zero Hour' is our privilege.....

MR. SPEAKER: It is not a privilege. It is a disturbance. It is misappropriation of the House's time.

(*Interruptions*)

MR. SPEAKER: No 'zero hour'. 'Zero hour' is cut off. Now the Home Minister will make his statement.

STATEMENT RE: SITUATION IN PUNJAB

THE MINISTER OF HOME AFFAIRS (SHRI P. C. SETHI): Sir, Government has been deeply distressed over the situation in Punjab. The Prime Minister and senior members of the Cabinet have met delegations of the Akalis several times. The Prime Minister has indicated to them that practically all religious demands could be accepted subject to details being worked out, but this could not be finalised because of their other demands.

During the recent agitation, Government made further efforts to resolve the crisis and has been considering the demands conveyed recently by the 5-member committee of Akali leaders through Sardar Swaran Singh. Certain areas of agreement have been identified in respect of some demands. The others concern various States also. Therefore consultations have to be held with the Punjab and other concerned Governments and also with representatives of other communities before a decision can be taken. This process of consultation has been initiated and I have been in touch with the respective Chief Ministers and others, including leaders of Opposition parties and Members of Parliament. This process will continue. It is likely that this process will take some more time.

In taking any decision the Government cannot ignore the overall interest of national unity, integrity and the welfare of all sections of the people.

Government hopes and trusts that representatives of the Akali Dal will look at their problems in the larger context. We repeat our invitation to them to come for further discussions and to create the right atmosphere for this by calling off or suspending their agitation. I hope that in the present circumstances nothing will be done which may escalate tension or give rise to violence and suffering. I appeal to all parties to extend their kind cooperation.

श्री मनीराम बागड़ी (हिसार) : अध्यक्ष महोदय, शुरू में एक सवाल उठाया गया था कि मंदिर, गुरुद्वारों की पवित्रता को देखते हुए, इन को बीच में लाकर देश की अखण्डता को न तोड़ा जाए । यह सवाल इस तरीके से नहीं आना चाहिए । . . (व्यवधान) . . .

SHRI ATAL BIHARI VAJPAYEE (New Delhi): Sir, I have given a notice of Motion seeking your permission to raise a short duration discussion on the statement given by the Home Minister. It can be done tomorrow.

MR. SPEAKER: Let us see.

SHRI RATANSINH RAJDA (Bombay South): Sir, it must be said that the Statement of the Home Minister, as far as it goes, is welcome, but the whole House should discuss it and debate it in detail. There is a precedent; when Gujarat was burning, the entire House debated it for more than five hours. It helped the situation in Gujarat. If the entire House speaks with one voice, it would be helpful to the situation in Punjab. Therefore such a fullfledged debate must be there and not a short duration discussion.

MR. SPEAKER: It is under my consideration. We will see according to what the situation demands.

श्री रामावतार शास्त्री (पटना) : अध्यक्ष जी, देश की एकता सर्वोपरि है ।

अध्यक्ष महोदय : बिल्कुल सही बात है ।

श्री रामावतार शास्त्री : इनके बयान में इस बात की चर्चा है, यह बहुत अच्छी बात है । उसको ध्यान में रखते हुए इस समस्या का समाधान निकाला जाना चाहिए ।

अध्यक्ष महोदय : देश है, तो हम हैं ।

श्री रामावतार शास्त्री : लेकिन इस सम्बन्ध में सदस्यों की राय सुन लेनी चाहिए । इसकी आपको व्यवस्था करनी चाहिए ।

अध्यक्ष महोदय : सुन लिया ।

SHRI CHANDRAJIT YADAV (Azamgarh): Sir, broadly we welcome the approach of the Home Minister which he has. But I would also ask if the House adjourns tomorrow, let it be discussed here and more suggestions should come. Everybody is concerned with the national integrity and national integrity should be given first priority.

MR. SPEAKER: We will cross the bridge when it comes.

PROF. MADHU DANDAVATE (Rajapur): The bridge is coming tomorrow, Sir.

MR. SPEAKER: Let us see.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND WORKS AND HOUSING (SHRI BHISHMA NARAIN SINGH): The House is adjourning tomorrow. Tomorrow we have got to consider Government business also.

MR. SPEAKER: We shall see. I have not given my decision, Mr. Minister.

श्री राम विलास पासवान : अध्यक्ष महोदय, जैसा कि होम मिनिस्टर ने स्टेटमेंट दिया है, मैं समझता हूं पूरा सदन उनके साथ है । इसके बाद अपनी-अपनी राय रखने का सब को अधिकार है ।

MR. SPEAKER: Let the situation develop. We shall see what the situation demands.

श्री राम विलास पासवान : मैं जो कहना चाहता हूं, वह सुन लीजिए । मैंने आपसे पहले भी पूछा था । कल हाउस में प्राइवेट मेम्बर्स बिजनेस है, जो साढ़े तीन बजे शुरू हो जाएगा । वाजपेयी जी ने कहा है कि मैंने मोशन दिया हुआ है । यदि आप इसको करवाना चाहेंगे, तो कैसे होगा ।

अध्यक्ष महोदय : देखा जाएगा ।

(Interruptions)

श्री हरीश कुमार गंगवार (पीलीभीत): अध्यक्ष महोदय, मेरा सुझाव है ।

अध्यक्ष महोदय : क्या सुझाव है ?

श्री हरीश कुमार गंगवार : मैं मंत्री महोदय के बयान का स्वागत करते हुए कहना चाहता हूं कि एक पार्लियामेंट्री कमेटी ...

अध्यक्ष महोदय : यह बात हो गई है ।

... (व्यवधान) ...

अध्यक्ष महोदय : मेरी बात सुनिए । मैंने इनकी बात सुनी है । मैंने तथ्य मंगा लिए हैं । यह सारी बातें हैं । इसके बारे में आप मेरे से मिल लेना ।

श्री जगपाल सिंह (हरिद्वार) : आप इसी सदन में घोषणा कर चुके हैं कि स्टेटमेंट सुनने के बाद मामला प्रिवलेज कमेटी को भेज दिया जाएगा ।

..(व्यवधान) ...

अध्यक्ष महोदय : जांच करनी पड़ती है । कल एक और हो रहा था । यह सारी बातें देखनी पड़ती हैं ।

I cannot say anything. There is no question of compromise.

. . (व्यवधान) ...

श्री मनी राम बागड़ी : अध्यक्ष जी, मैं कई बार सवाल उठा चुका हूं । नियम 377 के अन्तर्गत भी इस बात को कह चुका हूं । एशियाड गेम हो रहे हैं, सारी दिल्ली को सजा रहे हो, लेकिन भारत के दरबार पर महात्मा गांधी की तस्वीर नहीं लगाई गई है । आपको इस बारे में वचन देना पड़ेगा कि महात्मा गांधी

...(व्यवधान) ...

अध्यक्ष महोदय : ऐसा है, आपकी बात सुनी गई । आपने इसको नियम 377 के अधीन भी उठाया है । आप भी जरा ध्यान कर लीजिए । बापू का काम सबसे पहले है ।

श्री ओम नारायण सिंह: अध्यक्ष महोदय, मैंने कहा था कि इंडिया गेट पर महात्मा गांधी का स्टेचू लग जाएगा । यह तो मैंने कैटोगोरिकली कहा है । इस का जल्दी कार्यवाही चल रही है । शीघ्र लगाने की कोशिश में है और इससे ज्यादा मैं क्या कह सकता हूं ।

... (व्यवधान) ...

PROF. MADHU DANDAVATE: Sir, I think there is only one day left for the Session. I have just to make only one statement. Please listen to it. On 13th August, I had given notice under rule 115. Office told me, and you also informed me, on 13th August regarding some statement by Prime Minister regarding that chicken and hen affair. Vajpayee Ji was involved in that dispute. I have been told by your Secretariat that our letter had gone to the Prime Minister's Secretariat, but no reply is coming from the Prime Minister's Secretariat. You have said that you are seeking an explanation. Again this is happening in the same way. On the question of Maruti also, no cooperation was given by her Secretariat, and she came into trouble. I don't want her to come into trobule again. What is happening...

MR. SPEAKER: That is all now.

PROF. MADHU DANDAVATE: What is all right? What have you said? Let me hear. Sir, let me hear what you have said.

MR. SPEAKER: I will look into it. आज ही करवा दूंगा ।

श्री बाबू राव पटेल (जबलपुर) : अध्यक्ष महोदय मैंने प्रिवलेज का नोटिस भेजा है . . .

अध्यक्ष महोदय : मैं देख लूंगा ।

12.10 hrs.

PAPERS LAID ON THE TABLE

Annual Report of Indian Society of International Law, New Delhi, for 1981-82

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): On behalf of Shri Narasimha Rao, I beg to lay on the Table a copy of the Annual Report (Hindi and English versions) of the Indian Society of International Law, New Delhi, for the year 1981-82 along with the Audited Accounts.

[*Placed in Library. See* No. LT-5616/82]

Notification under Major Port Trusts Act and a statement for delay

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI C. M. STEPHEN): I beg to lay on the Table:

(1) A copy of Notification No. G.S.R. 432 (Hindi and English versions) published in Gazette of India dated the 8th May, 1982 regarding amendments to Visakhapatnam Port Trust (Mode of Payment of Port Charges) Regulations, 1974, under sub-section (4) of section 124 of the Major Port Trusts Act, 1963.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the notification mentioned at (1) above.

[*Placed in Library. See* No. LT-5617/82]

(*Interruptions*)

MR. SPEAKER: No. No question.

Annual Report of and Review on the Working of National Institute of Homoeopathy, Calcutta for 1979-80 and a statement for delay

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): I beg to lay on the Table:

(1) A copy each of the following papers (Hindi and English versions):—

(i) Annual Report of the National Institute of Homoeopathy, Calcutta, for the year 1979-80 along with Audited Accounts.

(ii) Review by the Government on the working of the National Institute of Homoeopathy, Calcutta, for the year 1979-80.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[*Placed in Library. See* No. LT-5618/82]

Maritime Zones of India (Regulation of Fishing by Foreign Vessels) Rules, 1982, Annual Report of and Review on the working of Bihar State Forest Development Corporation Limited, Patna from 1.10.1977 to 30.9.1978

THE DEPUTY MINISTER IN THE MINISTRIES OF AGRICULTURE AND RURAL DEVELOPMENT (KUMARI KAMLA KUMARI): On behalf of Rao Birendra Singh, I beg to lay on the Table:

(1) A copy of the Maritime Zones of India (Regulation of Fishing by Foreign Vessels) Rules, 1982 (Hindi and English versions) published in Notification No. G.S.R. 619(E) in Gazette of India dated the 26th August, 1982 under sub-section (4) of section 25 of the

Maritime Zones of India (Regulation of Fishing by Foreign Vessels) Act, 1981.

[*Placed in Library. See* No. LT-5619|82]

(2) A copy each of the following papers (Hindi and English versions) under section 619A of the Companies Act, 1956:—

(i) Review by the Government on the working of Bihar State Forest Development Corporation Limited, Patna, for the period from 1st October, 1977 to 30th September, 1978.

(ii) Annual Report of the Bihar State Forest Development Corporation Limited, Patna, for the period from 1st October, 1977 to 30th September, 1978 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[*Placed in Library. See* No. LT-5620|82]

KHUDA BAKSH ORIENTAL PUBLIC LIBRARY (MAINTENANCE) REGULATIONS 1981, ANNUAL ACCOUTS, ANNUAL REPORT OF AND REVIEW ON THE WORKING OF NORTH EASTERN HILL UNIVERSITY, SHILLONG FOR 1980-81 ETC.

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): On behalf of Shrimati Sheila Kaul, I beg to lay on the Table:

(1) A copy of the Khuda Baksh Oriental Public Library (Maintenance) Regulations, 1981 (Hindi and English versions) published in Notification No. II/22-KBL/76-2002 in Gazette of India dated the 11th September, 1982 under sub-section (4) of section 28 of the Khuda Baksh Oriental Public Library Act, 1969.

[*Placed in Library. See* No. LT-5621|82]

(2) (a) (i) A copy of the Annual Report (Hindi and English versions) of the North-Eastern Hill University, Shillong, for the period from 1st July, 1980 to 30th June, 1981.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the North-Eastern Hill University, Shillong, for the year 1980-81 along with Audit Report thereon.

(iii) Review (Hindi and English versions) by the Government on the working of the North-Eastern Hill University, Shillong, for the year 1980-81.

(b) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (a) above.

[*Placed in Library. See* No. LT-LT-5622|82]

(3) (a) (i) Report (Hindi and English versions) of the Jawaharlal Nehru University, New Delhi, for the period from 1st September, 1978 to 31st August, 1979.

(ii) Report (Hindi and English versions) of the Jawaharlal Nehru University, New Delhi, for the period from 1st September, 1979 to 31st August, 1980.

(iii) Report (Hindi and English versions) of the Jawaharlal Nehru University, New Delhi, for the period from 1st September, 1980 to 31st August, 1981.

(iv) Review (Hindi and English versions) by the Government on the working of Jawaharlal Nehru University, New Delhi, for the years 1978-79, 1979-80 and 1980-81.

(b) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at 3 (a) above.

[*Placed in Library. See* No. LT-5623|82]

AUDIT REPORT AND ANNUAL ACCOUNTS OF THE COUNCIL OF SCIENTIFIC AND INDUSTRIAL RESEARCH, NEW DELHI, FOR 1980-81

THE DEPUTY MINISTER IN THE DEPARTMENT OF ELECTRONICS (SHRI M. S. SANJEEVI RAO): On behalf of Shri C. P. N. Singh, I beg to lay on the Table:

(1) A copy of the Annual Accounts (Hindi and English versions) of the Council of Scientific and Industrial Research, New Delhi, for the year 1980-81 together with Audit Report thereon.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[*Placed in Library. See* No. LT-5624/82]

ANNUAL REPORT OF AND REVIEW ON THE WORKING OF CENTRAL WAREHOUSING CORPORATION ACT, 1962

THE DEPUTY MINISTER IN THE MINISTRIES OF AGRICULTURE AND RURAL DEVELOPMENT (KUMARI KAMLA KUMARI): I beg to lay on the Table:

(1) A copy of the Annual Report (Hindi and English versions) of the Central Warehousing Corporation, New Delhi, for the year 1981-82 along with Audited Accounts under sub-section (11) of section 31 of the Warehousing Corporations Act, 1962.

(2) A copy of Review (Hindi and English versions) by the Government on the working of the Central Warehousing Corporation, New Delhi, for the year 1981-82.

[*Placed in Library. See* No. LT-5625/82].

STATEMENT CORRECTING REPLY TO U.S.Q. NO. 844 DT. 7-10-1982 REGARDING NEW RAILWAY LINES DURING SIXTH PLAN

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): I beg to lay on the Table a statement (Hindi and English versions) correcting the reply given on 7th October, 1982 to Unstarred Question No. 844 by Prof. Narain Chand Parashar regarding new Railway lines during Sixth Plan.

[*Placed in Library. See* No. 5626/82].

(*Interruptions*)**

MR. SPEAKER: Not allowed.

(*Interruptions*)**

MR. SPEAKER: There is no question of adjournment. Sit down. Shri Vijay N. Patil.

ANNUAL REPORT OF AND REVIEW ON THE WORKING OF HINDUSTAN TELEPRINTERS LIMITED, MADRAS, FOR 1981-82

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI VIJAY N. PATIL): I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) Review by the Government on the working of the Hindustan Teleprinters Limited, Madras, for the year 1981-82.

(ii) Annual Report of the Hindustan Teleprinters Limited, Madras, for the year 1981-82 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[*Placed in Library. See* No. LT-5627/82].

(*Interruptions*)

**Not recorded.

MR. SPEAKER: What is this? Nothing goes on record—whatever is said.

(Interruptions)

MR. SPEAKER: Mr. Satish Agarwal.

12.13 hrs.

PUBLIC ACCOUNTS COMMITTEE
STATEMENT SHOWING ACTION TAKEN BY GOVERNMENT

SHRI SATISH AGARWAL (Jaipur): I beg to lay on the Table (Hindi and English versions) of the following statements of the Public Accounts Committee:—

(1) Statement showing action taken by Government on the recommendations contained in Chapter I and final replies in respect of Chapter V of Sixty-sixth Report (Sixth Lok Sabha) on Illegal Import of Gold.

(2) Statement showing action taken by Government on the recommendations contained in Chapter I and final replies in respect of Chapter V of Hundred and fortieth Report (Sixth Lok Sabha) on Customs Receipts.

(3) Statement showing action taken by Government on the recommendations contained in Chapter I and final replies in respect of Chapter V of Sixth Report on Union Excise Duties.

(4) Statement showing action taken by Government on the recommendations contained in Chapter I and final replies in respect of Chapter V of Ninth Report on Five Year recurring deposit accounts.

(5) Statement showing action taken by Government on the recommendations contained in Chapter I of Thirteenth Report on Export of defence stores and modernisation of processes of production in a factory.

(6) Statement showing action taken by Government on the recommendations contained in Chapter I and final replies in respect of Chapter V of Fourteenth Report on Diesel Hydraulic Locomotives.

(7) Statement showing action taken by Government on the recommendation contained in Chapter I and final replies in respect of Chapter V of Sixteenth Report on Marketing and Sales Organisation.

(8) Statement showing action taken by Government on the recommendations contained in Chapter I and final replies in respect of Chapter V of Nineteenth Report on Bombay Port Trust.

(9) Statement showing action taken by Government on the recommendations contained in Chapter I and final replies in respect of Chapter V of Twentieth Report on Railway Expenditure.

(10) Statement showing action taken by Government on the recommendations contained in Chapter I of Twenty-first Report on Non-payment of Contributions to Trustees of Provident fund Commissioners.

(11) Statement showing action taken by Government on the recommendations contained in Chapter I of Thirty-first Report on Purchase of Fertilizers from a broad.

(12) Statement showing action taken by Government on the recommendations contained in Chapter I of Thirty-second Report of LIKTAK HYDRO ELECTRIC PROJECT.

(13) Statement showing action taken by Government on the recommendations contained in Chapter I of Thirty-fifth Report on Defence Services.

(14) Statement showing action taken by Government on the recommendations contained in Chapter I and final replies in respect of

Chapter V of Fifty-eighth Report on levy of Wealth Tax on big agricultural land holdings and incorrect valuation of unquoted equity shares.

(15) Statement showing action taken by Government on the recommendations contained in Chapter I and final replies in Repect of Chapter V of fifty-ninth Report of Purchase contracts in two commands.

MESSAGES FROM RAJYA SABHA

SECRETARY: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:—

(i) "In accordance with the provisions of rule 115 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 2nd November, 1982, agreed to the following amendments made by the Lok Sabha at its sitting held on the 16th October, 1982, in the Sales Promotion Employees (Conditions of Service) Amendment Bill, 1980:—

Enacting formula

1. That at page 1, line 1,—

for "Thirty-first" *substitute*—

"Thirty-third".

Clause 1

2. That at page 1, line 4,—

for "1980" *substitute* "1982"'

(ii) In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 3rd November, 1982, agreed without any amendment to the Andhra Scientific Company Limited (Acquisition and Transfer of Undertakings) Bill, 1982, which was passed by the Lok Sabha at its sitting held on the 20th October, 1982."

(iii) "In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 3rd November, 1982, agreed without any amendment to the Limestone and Dolomite Mines Labour Welfare Fund (Amendment) Bill, 1982, which was passed by the Lok Sabha at its sitting held on the 16th October, 1982."

12.15 hrs.

COMMITTEE ON PUBLIC UNDERTAKINGS

FIFTY-FIRST AND FIFTY-FOURTH REPORTS

SHRI MADHUSUDAN VAIRALE (Akola): I beg to present the following Reports (Hindi and English versions) of the Committee on Public Undertakings:—

(1) Fifty-first Report on Action taken by Government on the recommendations contained in the Twenty-fifth Report of the Committee on Delhi Transport Corporation—Accidents and Operation of Private Buses.

(2) Fifty-fourth Report on Action taken by Government on the recommendations contained in the Twenty-eighth Report of the Committee on HMT Ltd.—Tractors Division.

COMMITTEE ON THE WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES

TWENTY-SEVENTH REPORT

SHRI A. C. DAS (Jaipur): I beg to present the Twenty-seventh Report (Hindi and English versions) of the Committee on the Welfare of Scheduled Castes and Scheduled

Tribes on Action Taken by Government on the recommendations contained in the Nineteenth Report of the Committee on the Ministry of Defence, Department of Defence Production—Reservations for, and employment of Scheduled Castes and Scheduled Tribes in Ordnance Factory Board and in Ordnance Factories

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12.15 hrs.

STATEMENT RE: SOME PRESS REPORTS ABOUT PRIME MINISTER'S SPEECH IN NAGALAND

THE MINISTER OF PARLIAMENTARY AFFAIRS AND WORKS AND HOUSING (SHRI BHISHMA NARAIN SINGH): Some hon. Members day before yesterday referred to the Press reports which had appeared on October 23, 1982, to the effect that the Prime Minister, Shrimati Indira Gandhi in her speeches in Nagaland had said that pro-Centre States had a prior claim of Central attention.

An official spokesman has already contradicted these incorrect reports. However, since the Hon'ble Members have asked for a further clarification in the House, I am reading out the note which the Prime Minister wrote.

"My attention has been drawn to a news report which appeared in a section of the Press on 23rd October, 1982, which is incorrect and even mischievous. Nagaland is a sensitive and strategic area with special problems. At no time or place, either during this election or any other have I said that only those working for the Congress would be helped. My Government has helped all State Governments regardless of the ruling party there.

As I was speaking on behalf of the Congress, I naturally, appealed to the people to vote for the Congress candidates, adding that Congress candidates would be more effective since they believe in and would implement our special programmes for the tribal and hill people and weaker sections. However, my stress was on the importance of the unity of the country the advantages of a national party as opposed to a regional party. I also said that for reasons of security and development it was more advantageous to belong to a larger unit. I laid stress on the importance of Nagaland coming more closely into the national mainstream. No party or individual who has the nation's good at head will advocate any sentiment in Nagaland which could weaken this closeness."

COMMITTEE ON SUBORDINATE LEGISLATION

FOURTEENTH REPORT

SHRI MOOL CHAND DAGA (Pali): I beg to present the Fourteenth Report (Hindi and English versions) of the Committee on Subordinate Legislation.

12.17 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED SERIOUS SITUATION PREVAILING IN THE COIR INDUSTRY

SHRI M. M. LAWRENCE (Idukki): I call the attention of the Minister of Industry & Steel and Mines to the following matter of urgent public importance and I request that he may make a statement thereon:—

> "Reported serious situation prevailing in the coir industry due to accumulation of stock, mechanisation and lack of raw materials in the Coir . . ."

It has been wrongly typed as Corporation it should be actually 'Co-operatives'—

> ". . .Co-operatives of India."

12.18 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): Government are aware of the difficulties being faced by the Coir Industry and are continuously taking suitable measures to increase the sale of coir and coir products both within and outside the country. The State Governments/ Union Territories have been requested to maximise the use of coir furnishings and consider exempting coir and coir products from sales tax. Advertisements through radio, newspapers and magazines in the regional languages have been intensified and Coir Board is increasingly participating in Exhibitions/Fairs. As a result of these efforts, the exports in 1981-82 increased to 30,079 tonnes valued at Rs. 26.94 crores against the export of 28,610 tonnes valued at Rs. 25.25 crores in the previous year. In 1982-83, upto the end of August, the exports were of the order of 12,960 tonnes valued at Rs. 1180 lakhs against 12,287 tonnes valued at Rs. 1116 lakhs exported in the corresponding period of the previous year. Sales through Coir Board Show Rooms are also on the increase compared to previous years. In the year 1981-82, the sales were of the order of Rs. 147 lakhs as against Rs. 116 lakhs during 1980-81.

With a view to assist the State Government in their efforts to encourage co-operative in the coir industry, Government have drawn up a scheme for the co-operativisation of the coir industry, which aims at the formation of viable co-operatives and revitalisation of the potentially viable dormant societies and bringing the coir workers under the co-operative fold, so that the quality and quantity of production improves, the workers get better wages and full employment and the growth of the coir industry is put on a sound footing. This Centrally sponsored Scheme for the co-operativisation of coir industry has come into force w.e.f. 21st August, 1982. A provision of Rs. 9.5 crores has been earmarked in the Sixth Plan for this Scheme. Under this Scheme, share capital assistance, managerial and marketing assistance and assistance for modernisation/purchase of equipments would be available.

The recommendations of the High Level Study Team including that on mechanisation are still under consideration of the Government. Government are fully seized of the employment implications of mechanising the Mat Sector in Coir Industry which will be kept in view while formulating Government's policy in this regard.

The Government are also aware of the inadequate supply of husk to co-operatives at controlled prices and are actively considering various measures to increase the flow of husk to the co-operatives in consultation with Government of Kerala.

SHRI M. M. LAWRENCE: This coir industry in Kerala is a traditional industry. It is giving employment to the largest number of poor people in Kerala State. Hundreds of small entrepreneurs are engaged in this industry, in the manufacture as well as exporting of this material to foreign countries. A serious situation has arisen due to the lack of employment because of the policy which is pursued by the Government of India. The present policy of the Government of India is to help mechanisation which is diminishing employment prospects in the industry. About five lakhs of workers are engaged in this industry. But they are not getting continuous employment. As we all very well know, because of the adverse situation prevailing in this industry only very few people are getting employment. This industry is mainly dependent on exports. Mats and other coir products are exported. Even before mechanisation, by using the handloom material, workers were producing very good quality coir products. Now the Government have opted for mechanisation. But the pro-

ducts which have been manufactured in the mechanised industry are no better than the ones produced in the handloom industry. That is one aspect of the problem.

Now, the Government is claiming that it is continuously taking suitable measures to increase sale of coir and coir products both within and outside the country.

Now, he hon Minister has stated that the quality and the price of the exported material are both good. My question is whether the employment potential is decreasing or increasing. This point has not been replied to in the statement. This concerns the workers who are living in Kerala State. About 25 million people are there in Kerala and the whole of Kerala State as also this august House very well know that there are not many big industries in that State. If 5,000 people are engaged in an industry, and if you take that as a unit, there is no such industry in Kerala. Even investment in the public sector in Kerala is not much.

(*Interruptions*)

SHRI E. BALANANDAN: Five thousand or more... (*Interruptions*)

MR. DEPUTY-SPEAKER: He says that there is not a single industry employing more than 5,000 people in Kerala.

SHRI M. M. LAWRENCE: Investment in the public sector when compared to other parts of the country is very low in Kerala State. Unemployment also is very high. More than 16 lakh of educated youths are unemployed. Lakhs and lakhs of uneducated people are unemployed in the State. In such a situation, is it proper for the Government of India to help mechanisation in a traditional industry, which is providing employment to the poor people of the State in a big way?

There is one company in Alleppey, called Alleppey Company. This company is owned by one Mr. Ravi Karunakaran. This company started another sister concern in the name of FLOORCO. This unit was given licence for import of 30 looms. But instead of importing 30 looms, they imported about 89 looms. It was reported in the newspapers. Then it was enquired into and it was found that those looms were imported by the company illegally and fraudulently. According to newspaper reports, the company was fined roughly about Rs. 15 lakhs and the person, who is owning this company, was fined Rs. 5 lakhs. In the beginning, he got licence for this import in the name of producing mattings. The Government had given sanction to produce one-third of the total quantity of mattings in the mechanised sector. To take advantage of this, he had imported these looms. It has been brought to light by the enquiry committee appointed by the Coir Board that the permission was secured by M|s Alleppy Company in 1976 by fraudulently correcting the wording 'matting' shown in the application to 'coir products'. Ultimately it was changed to 'mats', where mechanisation has been prohibited by the Government. By violating the decision of the Government, he has imported this machinery fraudulently. Now, he has started an industry in Ammanduvilla in Tamil Nadu. He is scotfree. Is the Government prepared to make a thorough enquiry by using the CBI about this fraudulent and illegal import of looms by the company? If he has violated any rules, is the Government prepared to take strengent action against this monopolist in the coir industry?

This monopoly company has industries abroad also. As far as I know, he is a son of a German lady born to an Indian. He has inherited some assets from his mother. As far as I know, he has got a company in Notterdam where 60 per cent of the shares are owned either in his name or in his relatives' names. So also he has connections with so many other concerns in foreign countries. By

[Shri M. M. Lawrence]

using all these facilities, by under-invoicing and all other malpractices, he is amassing wealth. And, for these actions, the Government of India is siding with him and helping these actions. It is not fair. The unions affiliated to INTUC(I), CITU, AITUC, UTUC, all together have submitted a memorandum to the Government of India in the month of August. In that, they have stated all these facts. So, irrespective of party difference, irrespective of differences in the union affiliation, all unions in Kerala State which are working in this industry, together and unitedly and in one voice, have requested the Government to stop these illegal actions of this company. Why they are concentrating only against this company? Because, they are the only company which is engaged in a big way in using these mechanised looms and which is cutting down the employment potential.

Sir, we are talking about this new 20-Point Programme making more production, I mean employment potential, ameliorating the conditions of toiling masses, the down-trodden people, and all that. Sir, if there is section of down-trodden people, it is all natural. It is a lakhs and lakhs of hiring of the workers in Kerala State—the poor backward State in India. Yesterday, the hon. Prime Minister was telling about starting industries in backward areas. Kerala State is also a backward area as any other backward area of this country. So, the Government is not implementing this 20-Point Programme with sincerity. If the Government has got any sincerity in implementing this 20-Point Programme, thereby increasing the employment potential, it is the duty of the Government to see that this mechanisation is stopped further. So, my question is this whether (*Interruption*).

MR. DEPUTY SPEAKER: You were telling us the background?

SHRI M. M. LAWRENCCE: Yes, Sir.

MR. DEPUTY SPEAKER: Now put your question.

SHRI M. M. LAWRENCE: Sir, the question of this policy, the workers, the trade unions, the political parties of Kerala, the producers, the exporters, all are hit and still the Government is giving instructions to renew the licence of this monopoly company.

MR. DEPUTY SPEAKER: Put your question.

SHRI M. M. LAWRENCE: What reply Government has to say about this? So, my question is this whether the Government is prepared to institute a CBI enquiry as to how licences came to be given for mechanised production of coir mats in Floorco, contrary to Government's accepted policy? A CBI enquiry should be instituted if the Government is sincere. My second question is whether the Government is prepared to prohibit the production of mechanised looms of coir mats which can be produced on handlooms? The third question is whether the Government is prepared to accept the recommendations of the Coir Board not to renew the licence given to Floorco to produce coir mats on mechanised looms and to reconsider the directions of the Government to give licences?

MR. DEPUTY SPEAKER: Now the Minister will reply.

SHRI NARAYAN DATT TIWARI: I find that the main thrust of the Calling Attention and the speech made by the hon. Member is regarding one company, the Alleppy Company, suggesting that the request or demand of that Company should not be considered and that the registration of that Company should not be renewed. In fact, only yesterday I had the privilege to meet a deputation of MPs, trade union leaders and exporters from Kerala, when we had exhaustive discussions. Perhaps, Shri Lawrence was not there, but two or three Members including Shri B. K. Nair

were present, and I explained to them in some detail the situation in regard to this matter.

It is very unfair on the part of the hon. Member to have questioned the intention of the Government of India, stating that the Government of India want mechanisation, as a matter of policy, to displace labour in Kerala. I think it is very very unfair on the part of the hon. Member to impute such motives. The Coir Board itself is a body constituted by the Government of India. If the Coir Board, in which the nominees of the Government of India are present, make a unanimous recommendation, you cannot impute any motives on the Coir Board, especially when you are yourself accepting and supporting the recommendations of the Coir Board, which is a creature of the Government of India.

In this connection, I want to state that there are come legal aspects of the whole matter. This Company was registered and it commenced business in 1973. Since then it has been operating. So, before we take any decision to de-register it, we have to understand the legal consequences of it. I have explained to the deputation yesterday that we are consulting the Law Ministry... (*Interruptions*).

This unit is located in the State of Tamil Nadu, in a place called Ammanduvilla. Perhaps, the Tamil Nadu Government is holding a different opinion on this matter, and it is entitled to its opinion. In the past I have found that there are no identical views in the matter among the coir-producing States of our country. So, we have tried to evolve a consensus in the past; I have tried it myself. Sometimes we do not have a consensus. But we perfectly understand that we should not encourage mechanisation, as far as the State of Kerala goes. As I mentioned in my response to the hon. Member, the report of the Sivaraman Committee, a high level committee on the coir industry, we are considering it at great depth. It is in the final stage of decision-making. We shall consider this aspect and we shall not allow mechanisation, which affects the employment potential.

The hon. Member mentioned about the lack of positive approach regarding the employment potential of the coir industry. I would draw attention to the fact that in the Sixth Plan for the development of coir we have targeted an employment coverage of 8 lakh persons by the end of 1985, as against 5.59 lakh persons in 1979-80, an export of Rs. 550 crores by 1985 as against Rs. 30 crores in 1979-80 and reaching for the fibre a value of Rs. 122 crores by 1985 as again Rs. 36 crores in 1979-80. So, in the Sixth Plan itself there is a perspective of growing employment, as far as the coir industry is concerned.

It is to ensure this that we have launched on the co-operasation movement. Here I would seek the co-operation and support of the hon. Members, irrespective of their political ideologies and views, and I would say that we should unite in sustaining the co-operatisation movement of the coir industry in Kerala. That is the need of the moment how to cooperativise, how to reactivise the Government coir industry unit there, how to organise the coir co-operatives? I think the gross root organisation is required to sustain and to encourage the cooperative movement so that the targets of the Sixth Five Year Plan are fulfilled.

As far as export go, again I may repeat that the hon. Member knows that the Coir Board has been very active on this front and all due measures are being taken to increase the exports.

I am also inviting the Ministers belonging to the coir producing States for a meeting so that we can further discuss what co-ordinated efforts can be made by all the coir producing

[Shri Narayan Datt Tiwari]

States to give more employment, to generate more employment, to sustain and to have more exports and also encourage more internal consumption of coir products within the country.

SHRIMATI SUSEELA GOPALAN (Alleppey): The problem of the coir industry has been before the Central Government for the last so many years. Lakhs of people who are employed in this sector for the last so many years, they are getting, as Shri Lawrence has put it, employment for 100 days, 60 days, 50 days.

Actually there is slackness in the export market. In 1946-47 our export was 65,000 tonnes and now it has come to 30,000 tonnes. The hon. Minister in his statement has stated that there is improvement from the last year. But I would like to remind him that in the last year figures—1980-81—account given is from January to December and for 1981-82 account given is from April to March. We can say whether improvement is there or not only by the end of December. We cannot say about the improvement on this basis. I, of course, admit that the Government of India has taken certain measures to improve the outside market as well as the internal market. There is a slight improvement in the internal market. Unfortunately, in 1946-47 the coir industry was an organised industry. In one factory there were 3000 to 4000 workers employed. But afterwards it was decentralised. Now it is almost a cottage industry—one loom, two loom, three looms like that The merchant exports are looting these people like anything because they have not much interest in industry. They take product from the small producers and export it. They also sell in India. Even the schemes in regard to purchase price formulated by the Coir board is flouted by the merchant exporters. They never give price to the small producers. The result is that the workers are very much suffering. They do not get their wages.

This industry is scattered in 250 villages. It is very difficult to organise them.

Considering all these aspects, the Government of Kerala has taken decision to co-operatives it. Several steps have been taken. Now there are 452 co-operatives on the spinning side and there are 26 manufacturing co-operatives.

The Government of Kerala submitted a scheme to the Government of India and requested to give aid of Rs. 15 crores. But actually we got only Rs. 431 lakhs. Afterwards, it was delayed. So the cooperatives are actually suffering. One of the reasons for suffering is lack of fund. Another reasons is lack of raw materials which the Minister has admitted. But if there is more husk in Kerala, why it cannot be procured by the Government. The Government of India has kindly included this item in the essential commodities. The Government has never given enough powers to the Government of Kerala. For the last three years we are pleading with the Government and the Government of Kerala is pleading with the Centre to give enough powers to procure the husk. We also asked for power for monopoly. That was also delayed under the plea of lack of infrastructure. What is the way out if there is no infrastructure? We will make the infrastructure. But the Govt. denied this step.

According to the definition of "dealer' under the present law, only a private man can deal with the husk. The State Government or the Central Government cannot interfere and procure the husk. We asked them to change the law. The present minister might not be aware of it but I myself have met several times for the last 2 and half years all the Ministers and pleaded with them for enough powers. But if was never done.

Only the project officer can register a case if the husk is taken without licence and when the husk is transported. If the case is registered, now the courts are asking them to produce all those raw materials which are involved in the illegal trade. If some amount of husk is taken away without licence, the court will order them to produce it before the court. What is happening? I do not know. These raw materials—raw husk as well as reated husk—will have to be taken to the court. Therefore, we have asked for some changes in the law. So far it is not allowed.

Another aspect is, in one project area, only one project officer is there to register a case. Only he has the power to register a case. We are requesting the Government of India to delegate the powers to the inspectors who are in the villages. But you have never given the powers. Are you helping the cooperatives? Because of decentralisation, they are looting thousands of producers and 5 lakh workers. They are not giving the price and the workers are not getting the wages. If the workers are doing the work they should also get the wages. But there is no raw material for the work. We cannot procure it. I pleaded with the Minister that if the Government of India is actually for cooperativisation, give us enough powers to procure the raw materials. At least, in three districts, give us power for monopoly procurement. We will make the infrastructure. Then only, something can be done and the cooperatives can be supplied with enough raw materials. About one and a half lakh workers are engaged in the cooperatives. If they get employment for 300 days, then much difference will be felt. But in that respect, actually the Government of India has done injustice, we feel. I along with the 700 workers came to your house, Industries Minister's house and pleaded with you for help. Mr. Tiwari, Industries Minister received us and gave us water. But we did not get the help and the necessary power to procure the raw materials. Because of that, our cooperatives are going to be ruined. We are not getting fund even for meeting the administrative expenditure. They are getting work for 60 or 70 days. Wherefrom will we meet the administrative expenditure? Naturally, from the capital fund and that will finish all these cooperatives. You are ruining the cooperatives. I accuse. This is our experience. I am coming from the coir workers area. The people are starving like anything. Can he deny this fact? What has he done about it?

Regarding the money, he has said that in the Sixth Plan, they have allotted Rs. 12.50 crores which will go to the cooperatives. But there is a condition that 50 per cent matching grant from the State has to be there. What is the position of the State Government? They are going to have a deficit of Rs. 100 crores. With this precarious position of the State Government, will it be possible for them to spend more amount on this? They may find money for buying helicopters. But they will not be able to find money for this. Political will is required. Two years back, finally Rs. 1.25 crores was provided in the budget. The Government spent Rs. 2.86 crores for the coir industry. The political will is an important factor. But now you are putting this condition of matching contribution by the State. The Coir Board approached the State Government. They say that this year Rs. 1.50 crores is allotted for the cooperative sector. The Government of Kerala is saying that they can give only Rs. 75 lakhs. So, we will get only Rs. 75 lakhs for Coir Board. Whatever they give us, all these amounts are returned by the cooperatives. It is not a subsidy. It is a loan. We are asking for the money without matching contribution.

[Shrimati Suseela Gopalan]

If that is not done, we will not be able to develop our cooperatives in the coir industry.

Apart from that, there is an accumulated stock there. The stock worth Rs. 1112 crores is lying there. We have pleaded that at least Rs. 5 crores be given to the public sector so that they can buy the yarn and produce coir products. There is a developing market. Even in India, we can sell it. When the workers came to meet the hon. Minister, they asked him about that. But no decision has been taken yet. The Government of Kerala is not in a position to give such an amount. That is why we pleaded that if they give us at least Rs. 5 crores, we will buy the accumulated yarn and produce coir products and sell them in the market.

This is traditionally a cottage industry. We are asking that some rebate should be given for at least a month for coir and coir products for selling in the market. There is a rebate for seasonal sale of handlooms In Kerala, now for two seasons, they are selling it. for handloom. So, some rebate should be given to coir also. But the Government of India is thinking of giving 15 days subsidy. How will that help? At least one month's subsidy should be given. It is required not only for coir products but for the coir yarn also. That is most essential. If Govt. of India is prepared to take concrete measures, there is a possibility of developing the internal market in a big way and for developing the external market also. We are now relying on the traditional markets. We have to make a departure. There are negotiations going on with the socialist countries. I had been to the socialist countries as a member of the trade delegation from Kerala Govt. We had talks with the socialist countries. I think, there is much scope for developing export to the socialist countries. If the hon. Minister puts a little seriousness in this, I think, the stalemate will be broken. So, he should take some concrete steps in this regard.

MR. DEPUTY SPEAKER: Now you put the question.

SHRIMATI SUSEELA GOPALAN: Therefore, I would like to know whether the Government of India is prepared to give enough powers to meet the requirements. The delegation of powers is pending for long. I asked question three or four times and every time I am told that it is under the active consideration of the Government or that it is receiving the attention of the Government. I want a categorical reply from you. I would like to know whether you are prepared to give power for monopoly procurement of husk for at least three districts. I would like to know the amount of Rs. 5 crores will be given.

Something would have to be done immediately regarding the external market.

Something can be done if the socialist countries can be approached.

The assurance of the Government to give to the coir workers Rs. 5 crores to buy the accumulated stock and make products and sell it should be fulfilled.

I would like to have a reply on all these points.

SHRI NARAYAN DATT TIWARI: I have heard with great attention the suggestions made by the Hon. Member. I had the privilege to welcome the Hon. Member yesterday when she led the Delegation along with two or three other Members of Parliament.

MR. DEPUTY SPEAKER: I think that there has been some understanding between you and the Hon. Member.

SHRI NARAYAN DATT TIWARI: I hope that understanding would prevail. That is more important.

As regards the question whether we are going to delegate the powers of procurement of husk and all that, I had already mentioned in my statement that this has been the subject matter of a high-level enquiry and this is under the final stage of consideration. Therefore, I can only say that unless...

(*Interruptions*)

MR. DEPUTY SPEAKER: The hon. Minister said that it is in the final stage now.

(*Interruptions*)

SHRI NARAYAN DATT TIWARI: We have to take into consideration, the views of other Governments, apart from Kerala, because there are three other States where coir products are manufactured. They are also coming up in a big way. They are also trying to come up in a big way. So, we have to take their views also into account. (*Interruptions*)

PROF. P. J. KURIEN (Mavelikara): Do you need so much time to ascertain the views of the Government?

SHRI NARAYAN DATT TIWARI: I do not agree with the hon. Member that the matter has been pending consideration for so long.

As far as exports are concerned, I entirely agree with the hon. Member that we should do more to promote exports and, as a matter of fact, the hon. Member has been good enough to mention that she herself led a Delegation to the Socialist countries.

Apart from that, we have Export Promotion Cell in the Ministry of Commerce. Trade delegations go not only to the socialist countries but also to Australia, New Zealand and to other South-East Asian countries.

A coir workshop was organised in June, 1982, by the India Trade Centre, Brussels and we are also trying to include the subject of coir in the discussions whenever there are Joint Economic Commission meetings with any other country. We are trying to conclude some agreement with those countries so that coir products are encouraged through the medium of the Joint Economic Commission.

As I pointed out yesterday new competitive coir products or similar products are coming into the international market. There is, therefore, an urgent need to improve the quality of our export products.

When asked as to who are our main competitors, the exporters who were accompaying the hon. Member yesterday said that from China we are having a new type of grass and the market is dumped with this new type of grass. I learnt this from the exporters who came to Delhi. All the exporters were agreed that we have to improve the quality of our products. Therefore, I would request the hon. Member to use her ample influence with the coir exporters and manufacturers...

MR. DEPUTY SPEAKER: Improve the quality without mechanisation.

SHRI NARAYAN DATT TIWARI: That is a touchy subject, I would not refer to it now. Our policy is not to encourage mechanisation. Our policy is to encourage the quality of handmade coir products. That is our policy 13 hrs.

That can be done provided there is the will and there has to be the political will also; with the political will in Kerala it can be done so that we can develop the quality of our export products. We cannot force our products in the international market unless we improve our quality. So, I would make a humble request to the hon. Member to cooperate in this venture.

The hon. Member was good enough to mention about the matching provision, that fifty-fifty would not do. But Sir, you will agree that when the State Government themselves have agreed, when the State's Sixth Five-Year Plan was being formulated—

[Shri Narayan Datt Tiwari]

this is one of the first Plan schemes of this type it is a unique scheme—if the State Government themselves agree that they will be providing the matching any grant, we do not have any occasion to disbelieve a recommendation of the State Government, and I think that whatever might be the hue and colour of the Government in Kerala, they will certainly abide by their commitment that they will put the 50 per cent par of theirs for the development of coir industry.

SHRIMATI SUSEELA GOPALAN: This year because of the precarious financial position they have agreed for only Rs. 75 lakhs. That means, only Rs. 75 lakhs we will get from here. Some constraints are there.

SHRI NARAYAN DATT TIWARI: I do not have this fact with me just now. As I said, I am going to invite a Conference of Ministers of all the coir-producing States and coir-product manufacturing States. I would assure the hon. Member that I would write again to the Chief Ministers and urge on them so that the consumption of coir products in their respective States through the medium of State Government and State agencies is also increased.

SHRIMATI SUSEELA GOPALAN: We have requested for Rs. 5 crores for buying the accumulated stock. That has not been replied to.

MR. DEPUTY-SPEAKER: Mr. Balanandan.

SHRI E. BALANANDAN (Mukundapuram): Our Industry Minister, as you know, Sir, is a pleasant man for discussing this matter. I thank him for that. I want to thank him also for one point. He has taken certain steps for improving the internal market; I do not deny that. But we are discussing a serious problem of a State and a problem affecting five lakhs of people. Therefore, we have to go a little deeper into the problem and we can find out some solution.

Mr. Minister, you will admit that we are the people who are connected with this industry for years. Therefore, you should agree with me if I say that the Coir Board prescriptions or the prescriptions of the traders are to be taken on their merits but when we say something, that also should be taken very seriously.

Now, what is the position of the coir industry? In 1945-46, as hon. Member Shrimati Suseela Gopalan has said, we had exported 65,983 tonnes of coir goods. And what have we exported in the last two years? In 1980-81 we exported 28,609.3 tonnes and in 1981-82 30,078.7 tonnes. I am talking about the export trade. In 1945-46 it was about 66,000 tonnes and in 1981-82 it was just 50 per cent of that.

In the coir industry there are two sectors, the spinning sector and the manufacturing sector. In the manufacturing sector in 1945-46 we had a few factories with 30,000 workers. Now the big factories have been abolished and we are having about 4,000 small producers. This change has come through. For what? Always we know that big factories with a little improved technique will be good for quality production, etc. But those people who got the control of the industry then thought that decentralisation if they resort to, they can squeeze more out of the industry. Now, what is the position? To-day's position is that these 4000 poor people who are supposed to be manufacturers cannot keep one day's production with them. Their financial position is so poor. Therefore, there is an another set of people coming into the picture. They are called merchant-traders. They have no other interests. They are only traders. They have come to you yesterday: I know. What are they doing? They have stopped their

manufacturing and they do only trading. Trading you know. The word itself denotes so many things. They are export-traders. They are having many kinds of under-invoicing and so many other methods. They are not bothered about your quality or anything of that sort. They are not bothered about Kerala State. They are only bothered about their profits. Therefore, what happens is that these merchant-traders who have nothing to lose except their profits and who have no concern except their profits are now standing in the way of development of this industry.

Therefore. the Coir Board may agree with me and the Kerala Legislature unanimously agreed with us for making a demand to the Government of India that this export trade should be nationalised. Can you do that—to nationalise the export trade? I make a suggestion, if you find it difficult to immediately nationalise the trade. Let it be canalised. The Government of India can canalise so that these cut-throat people who have no business except to earn their profits should be immediately sent out of the industry. That is my first point...

PROF. N. G. RANGA: Very good.

SHRI E. BALANANDAN: Another point. The earlier Government has suggested starting of 2 or 3 factories under the Coir Corporation so that a thousand or two thousands workers can be employed and organised production started. Some efforts have been made by the earlier Government. I do not know the present position. But as the other hon. Member put it to you, Kerala Government is finding financial difficulties. Therefore, you see-you can calculate the input for getting a man employed, that is, for giving a man loyment to a man. In any organised industry it comes to Rs. 10 lakhs. But in this coir industry if you put that Rs. 10 lakhs you can give employment to a minimum of 100 workers. Therefore, here I am suggesting a point that for the development of the coir industry, you should help to organise the coir industry under the Coir Corporation in an organised way. For that, I request the Minister through you that at least Rs. 3 crores should be given. In any part of the industry in the country, with that amount so much of employment potential cannot be given. Therefore, considering this point, the Government of India should come forward to assist the Coir Corporation for starting three coir factories and organise the industry. This is my second submission.

Coming to the spinning sector. hon. Member, Shrimati Suseela Gopalan was listing the difficulties that we are having a stock of Rs. 10 crores worth of goods. What is the position then? The Government of Kerala requested the Government of India to help them with an advance, if possible, without interest, of Rs. 5 crores.

I can understand if the Minister says that it is not possible to give Rs. 5 crores but he will give Rs. 4 crores. This I can understand and the figure is negotiable. But I know you will go not talking in this house that a sizeable financial help will be given to this industry. I hope that when this industry is facing a crisis you will consider giving this help. Another thing is this.

AN HON. MEMBER: How long you will go on?

MR. DEPUTY-SPEAKER: Because this is coir, he will go on speaking.

SHRI E. BALANANDAN: Coir means coir. Coir is allembracing in Kerala State. Therefore. I am talking. I may take some more time. The point here is this. You are talking about the quality and about the pricing mechanism. I can vouchsafe through you in this House.

[Shri E. Balanandan]

Mr. Deputy-Speaker, Sir, that Coir Board, as I understand it, has a research section. They certify that the mechanisation with out proper supervision will mean that the quality will go to the doldrums. For example, I can tell you about the coir-yarn making through the machines.

MR. DEPUTY-SPEAKER: They are to compete with China.

SHRI E. BALANANDAN: We can compete with anybody else including China.

MR. DEPUTY-SPEAKER: You must tell that also.

SHRI E. BALANANDAN: With Russia and China, they should compete provided they have the political will. I agree with you there. Then what is it that is required? Coir Board is an expert body and they are having a Research Centre. And that Centre made a study about the coiryarn making through the machines. If the quality of yarn goes down, then why should you mechanise that? Another thing is that there is a company named Ravi Karunakaran & Co. Shri Ravi Karunakaran is a big man.

MR. DEPUTY-SPEAKER: Is he the hon. Chief Minister?

SHRI E. BALANANDAN: He is Shri Ravi Karunakaran. He is another person. I do not want to mention any name of the person who is not present here. What I am saying here is this. This kind of mechanised industry is not capable of competing with the other handloom machines which we have in the making of the coir mats. I am sorry to say here that the Minister, is bringing in other states which are involved. If he says that he wants to protect the interests of the States, I am one in protecting these States There is a body called 'Coir Board' where the Government of India is also represented and all the other States are represented and also the experts, all the interests are there. Therefore, they can formulate the policy. It is unfair on the part of the Minister to say that he is going to discuss that with the States. These States are already represented there. And they are discussing and formulating the policy. When I come here and talk about it, the Minister will say 'Mr. Balanandan, I have to talk to the State Government This is not wanted. The only thing is: You have to tell us whether you are going to accept the suggestion of the Coir Board or not. You are referring to the report of Sivaraman Committee. That Committee has studied this subject. There is a report in which they have said that the export trade should be nationalised and the traders who have no stakes in the industry should be given a go-by. I am cutting short. Since suggestions have been made. I do not want to go point by point. But, still, he has to remember certain things and therefore, I have to repeat them again.

MR. DEPUTY-SPEAKER: He is noting that down.

SHRI E. BANANANDAN: The first point that we must decide is this. I want the Minister to declare in this august House that the export trade in coir industry is going to be nationalised. Secondly, for concentrating the industry whether the Government of India is going to give aid and held for the Coir Corporation to start three coir factories; Thirdly, about the Government of India giving aid of Rs. 5 crores to the coir industry, I want a decision here and now.

MR. DEPUTY SPEAKER: You want a decision on the spot.

SHRI E. BALANANDAN: Here and now, Sir, I would request the

hon. Minister to come with a positive answer. (*Interruptions*)

SHRI M. M. LAWRENCE: Sir. I would like to seek a clarification whether Government will institute an inquiry about the fraudulent and illegal action in importing looms from foreign countries.

SHRI NARAYAN DATT TIWARI: Sir, first of all I must thank the hon. Member. As per the norms and parliamentary practices, it is not proper to name the hon. Member—we only name the constituency—but I may have your permission to address him as Mr. Balanandan. Sir, I thank him for having given a modicum of appreciative recognition which is a rare commodity these days. He applauded certain of our measures for increasing exports and increasing internal consumption of coir products. I am thankful to him.

Sir, he wants me to make a blind declaration that exports of coir products will be nationalised. I do not know how he thought that I could make such a blind declaration at this point of time. I have the Sivaraman Committee report with me to which he has referred. I do not think they have made such a recommendation as the hon. Member has mentioned. As far as the exporters who met me yesterday, they did not come alone. They were accompanied by—if I am correct—Shrimati Suseela Gopalan.

SHRI E. BALANANDAN: Those industrialists are against mechanisation.

SHRI NARAYAN DATT TIWARI: They had come with a unanimous demand that this factory should not be allowed....

SHRI E. BALANANDAN: We are all unanimous on that.

SHRI NARAYAN DATT TIWARI: Sir, the question of quality of exports is a 'must' now in the overall context of export development of coir production. The hon. Member has made many references to the question of quality. I would only like to refer to one recommendation of the Sivaraman Committee report, namey. para 9(14):

> "It is reported that in Sri Lanka, both machine-spun and hand-spun, curled coir is produced, whereas in India curling is done only on imported machines, even though attempts are going on to fabricate indigenous curling machines. India can also adopt the method followed in Sri Lanka in introducing hand operated curling machine to advantage."

I am just referring to one particular recommendation of the Sivaraman Committee report which does not require Government approval. It is a general recommendation which anybody should implement—even cooperatives should implement. It is hand curling. Why can't we implement such an innocuous recommendation which is quality-improving and gives more employment.

As far as employment is concerned that figure is static, 5 lakhs; 5 lakhs. As I mentioned earlier, I require the cooperation of hon. Members so that we can reach the employment target of 8 lakhs persons by the end of the Sixth Five Year Plan. That is our target. We have to reach the figure of 8 lakhs. That is our target. This is what we want to achieve by the end of the Sixth Five-year Plan.... (*Interruptions*) That is always our endeavour.

The hon. Member has suggested that the Coir Corporation should start organised factories. Well, first of all, I must clarify it—there is no Coir Corporation of India...

SHRI E. BALAMANDAN: .... of Kerala.

SHRI NARAYAN DUTT TIWARI: Here in the Calling Attention Motion, I find 'Coir Corporation of India'.

SHRI E. BALANANDAN: Typing mistake.

SHRI NARAYAN DUTT TIWARI: May be typing mistake, but it is there in print.

Now, Sir, it is the Coir Corporation in Kerala which itself has to take a decision. It does not require any approval of the Government of India.

If the Coir Corporation of Kerala wants to set up any organised factory, they are welcome to set up such an organised factory. If they want to do so, they are welcome to do that.

SHRI E. BALANANDAN: What about financing part of it?

SHRI NARAYAN DUTT TIWARI: Financing? It is not just Governmental financing; there are institutional financing, there are various financial institutions. That is why I said that they should also avail of the existing facilities. The IDBI is there, AVAR is there, the Government's and the Reserve Bank of India's policies are there. Let us pool all our common talents for the implementation of what we have already planned for.

Sir, I do not think there is any basic difference between what I have said and what the hon. Member has said. So, Sir, I would request and plead with hon Members on this point. I am thankful to them for having raised this important issue regarding the CBI enquiry. Now, first of all, the hon. Member knows that no CBI enquiry is made until and unless the State Government recommends such an enquiry or the matter is of such importance which requires intervention of the Central Government *ad initio*. Therefore I request hon. Members to give me the facts so that we can check up what are the allegations. Because, this has not been the subject matter of today, Calling Attention Motion. In the Calling Attention Motion, no reference is made to by CBI enquiry against any party. Therefore, I request that the hon. Member should give me in writing what exactly he wants and what type of enquiry he wants.

Sir, I have done.

13.25 hrs

The Lok Sabha adjourned for lunch till thirty minutes past fourteen of the clock.

The Lok Sabha re-assembled after lunch at thirty three minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

MR. DEPUTY-SPEAKER: Now, the Minister of External Affairs to make a statement.

STATEMENT RE: VISIT OF H.E. GEN. ZIA-UL HAQ, PRESIDENT OF PAKISTAN

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): His Excellency General Mohammad Zia-ul-Haq, President of the Islamic Republic of Pakistan, spent nearly four hours in Delhi on November 1, 1982 en route to Indonesia. He was accompanied by four Ministers—Sahibzada Yaqub Khan, Minister of Foreign Affairs; Mr. Ghulam Ishaq Khan, Minister of Finance and Commerce; Mr. Mohyuddin Baluch, Minister of Communications; Lt. General Saeed Qadir, Minister for Production, Railways and National Logistic Board; Lt. General K. M. Arif Chief of Staff to the President; Mr. Niaz Naik, Foreign Secretary and other officials.

2. During his brief halt in Delhi, President Zia-ul-Haq called on our President. He had an hour's meeting with the Prime Minister Shrimati Indira Gandhi at which the Foreign Ministers of the two countries were also present. Simultaneously, my colleague the Minister of State, Shri A. A. Rahim, led a team of officials

for talks with Mr. Ghulam Ishaq Khan, his ministerial and official colleagues.

3. I am placing on the Table of the House the joint press statement issued on the conclusion of the visit. It mentions that both the countries agreed to the establishment of an India-Pakistan Joint Commission. Accordingly, the President of Pakistan and the Prime Minister have issued instructions for the early conclusion of modalities and formalities in this regard. In pursuance of this decision, officials of the two countries will meet in New Delhi from December 22 to 24. They will also consider our draft of a Treaty of Peace, Friendship and Cooperation and Pakistan's draft of a Non-aggression Pact.

The establishment of Joint Commission would give an impetus and content to the bilateral relations between the two countries. As the House is aware, Prime Minister had made this suggestion when the former Pakistan Foreign Minister called on her on January 31 this year.

4. In spite of the informal nature and short duration of the visit, it was natural that such a visit should have evoked interest in both countries. Discussions between the Prime Minister and General Zia were held in a cordial atmosphere. In addition to bilateral matters, regional and global matters were also briefly reviewed. As the House is aware, General Zia will again be coming here in March 1983 for the Non-aligned Summit, when these discussions will be continued. On November 2, a protocol on consular access was signed in New Delhi between the two governments. A copy of the protocol is placed on the Table of the House.

5. The brief transit visit of the President of Pakistan was characterised by warmth and cordiality. It is our sincere desire, which Parliament and the people of India share, to strengthen good neigbourly relations with Pakistan in the interest of both countries.

14.37 hrs.

STATEMENT RE: CERTAIN INFORMATION GIVEN IN REPLY TO U.S.Q. NO. 5588 DATED 24-12-1981.

SHRI RASHEED MASOOD (Saharanpur): Mr. Deputy Speaker, Sir, in part (c) and (d) of the USQ No. 5583 answered in Lok Sabha on 24-12-81, is stated:

"(c) whether there was a complaint that the minutes of an Executive meeting of J.N.U. had been tampered with; and

(d) If so, the findings and action taken in this regard and if no action has been taken yet when it will be taken?"

In his reply, the then Deputy Minister of Education and Social Welfare (Shri Mallikarjun) had stated thus:

"(c) In a communication addressed to the President and signed by several Members of Parliament it was stated that the minutes of the 84th meeting of the Executive Council held on March 13, 1981 were manipulated.

(d) This matter was brought to the notice of the University. According to the University, it related to the confirmation of the Registrar. At its meeting held on 3rd/4th February, 1981 the Executive Council confirmed the appointment of the Registrar. Subsequently at its meeting held on 30th March, 1981, the Executive Council was informed, on a request made by the Registrar, that his confirmation may be deferred. Accordingly, the Executive council resolved that the order of confirmation be held in abeyance. Two members of the Executive Council pointed out that the decision in this case was not correctly recorded. At the subsequent meeting held in June, 1981, the matter was again considered in the presence of the two members and the resolution was modified according to which the Executive Council reconfirmed its earlier decision to confirm the Registrar,

]Shri Rasheed Masood]

but the order of confirmation may be kept in abeyance.

The information given by the Deputy Minister in part (d) of his reply was contrary to the facts. When the facts were brought to the notice of the Deputy Minister through you Sir, the Deputy Minister in his note a copy of which was supplied to me by the Lok Sabha Secretariat had admitted that "the reply given to part (d) of the question contained a factual inaccuracy."

I request you Sir, to direct the Deputy Minister to make a statement in the House correcting his earlier statement and also to apologise for giving incorrect information to the House.

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON): The reply given to part (d) of Unstarred Question No. 5583 on 24th December, 1981 contained a factual inaccuracy to the extent that the meeting of the Executive Council of the Jawaharlal Nehru University held in June, 1981 was attended by only of the two members mentioned therein. I regret that such an inaccuracy had crept in.

The last sentence in the first paragraph of the reply to part (d) of the Question may be read as follows:—

"At the subsequent meeting held in June, 1981, the matter was again considered and the Resolution was modified according to which the Executive Council reconfirmed its earlier decision to confirm the Registrar, but the order of confirmation may be kept in abeyance".

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14.40 hrs.

MARRIAGE LAWS (AMENDMENT) BILL

MOTION re: EXTENSION OF TIME FOR PRESENTATION OF REPORT OF JOINT COMMITTEE.

SHRI K. MALLANNA (Chitradurga): I beg to move the following:

"That this House do further extend upto the last day of the Monsoon Session, 1983, the time for presentation of the Report of the Joint Committee on the Bill further to amend the Hindu Marriage Act, 1955 and the Special Marriage Act, 1954."

MR. DEPUTY-SPEAKER Motion moved:

"That this House do further extend upto the last day of the Monsoon Session, 1983, the time for presentation of the Report of the Joint Committee on the Bill further to amend the Hindu Marriage Act, 1955 and the Special Marriage Act, 1954."

SHRI ATAL BIHARI VAJPAYEE (New Delhi): Sir, I rise to oppose the Motion moved by Shri Mallanna, the Chairman of the Joint Committee on the Bill further to amend the Hindu Marriage Act, 1955 and the Special Marriage Act, 1954.

Sir, I know all parties are represented on the Joint Select Committee and this Motion has come with the approval of all Members. But there are certain things which I would like to point out before the House agree to extend the time limit. Sir, the Committee was formed on 18th September, 1981. Keeping in view the importance of the matter and the need to submit report as early as possible, the Motion was concurred in by the Rajya Sabha the same day. The Committee was to submit its report by 27th November, 1981. Almost a year has passed. Already the House has agreed to two extensions. I can appreciate the Members' desire to go round the country to visit as many places as possible to meet as many people as feasible. but Sir, there has to be a time limit. The Committee wanted to visit rural areas. That is what Shri Mallanna had said in his statement that they should hold their formal sittings outside Delhi in phases covering all the regions of the country, including some rural areas. But what is the programme?

MR. DEPUTY-SPEAKER: Our country is a country of villages that is what he mentioned.

SHRI ATAL BIHARI VAJPAYEE: The next programme is to visit Udaipur. Udaipur is not a village. Nor are Jaipur, Bombay, Aurangabad, Rajkot, Ahmedabad. Sir, I don't want to raise a wider issue now, but even the wider issue has got to be considered by the House. I met Members of the Railway Convention Committee in Himachal Pradesh. What the Railway Convention Committee was doing in Himachal Pradesh?

PROF. NARAIN CHAND PARASHAR (Hamirpur): Sir, Himachal Pradesh needs railway lines. What is this? Records of the House will bear me out.

SHRI ATAL BIHARI VAJPAYEE: I am not yielding.

MR. DEPUTY-SPEAKER: For your information. if Shri Vajpayee does not misunderstand, his Party also is responsible for this extension.

SHRI ATAL BIHARI VAJPAYEE: You know what is going to happen now. The Chairman has come for the third extension. He is also the President of the Karanataka Congress Committee. Elections are going to take place in Karnataka in January, and he may not have any time for this Committee. I am prepared to accept this extension on the condition that Shri Mallanna will not come to the House for any further extension. Is he in a position to give that commitment?

MR. DEPUTY-SPEAKER: Let us await his reply.

श्री हरीश कुमार गंगवार (पीलीभीत) : उपाध्यक्ष महोदय, माननीय वाजपेयी जी ने जो कुछ कहा उससे अपने को सम्बद्ध करते हुए मैं और अधिक अब नहीं कहना चाहता क्योंकि सब प्वाइंट्स उन्होंने कह दिये हैं। मैं केवल यह कहना चाहता हूं कि यदि हाउस को कमेटी दो दो साल तक रिपोर्ट न देने योग्य हो तो हो सकता है 83 के अन्दर चुनाव करा लें तो यह खत्म ही हो जायेगी। जब नई लोक सभा आएगी तो वह करेगी। जैसी कि आजकल बात कही जा रही है 83 में चुनाव कराने की, तो उस हालत में तो यह कमेटी इस को कर नहीं पाएगी, अगली लोक सभा आएगी तो वही करेगी। कोई बहुत कंट्रोवर्शियल बात इस में हिन्दू विवाह अधिनियम और विशेष विवाह अधिनियम में नहीं है। दहेज के सम्बन्ध में तो मैं मान सकता हूं कि वह लोग विभिन्न जगह जांये तो कोई बात नहीं, लेकिन इस कमेटी को तो तुरन्त अपना प्रतिवेदन प्रस्तुत कर देना चाहिए था। अभी नहीं कर सकते हैं तो आगे टाइम नहीं लेंगे इस के बारे में वह बताएं।

M. DEPUTY-SPEAKER: So, you support him that this must be the last extension. That is what you mean.

SHRI K. MALLANNA (Chitradurga): Sir, so far we had about 24 sittings. In the inter-session period we had about three tours to Karnataka, then to Tamilnadu i.e. the Southern States and then to Harayana, Punjab and other States. So I already had two tours and in the next inter-session period we are having three tours. We have already chalked out the programme. Sir, this is a very complicated Bill. It touches the social aspect of the country and this Bill is based on the Law Commission's Report and also on some decisions of the High Courts and of the Supreme Court. It follows the other laws which are existing in other foreign countries also. Sometimes the Committee also felt that they should visit foreign countries just to see how these laws are functioning there.

AN HON. MEMBER: Are you proposing to visit Canada?

(Interruptions)

SHRI K. MALLANA: The Committee has visited some capitals and towns. The Committee has to see the rural side is also attended to. So, I request the Hon. Member to withdraw his objection and give permission to move this Motion.

SHRI ATAL BIHARI VAJPAYEE: Sir, I sought an assurance from the Chairman.

MR. DEPUTY-SPEAKER: He has explained the poition.

SHRI ATAL BIHARI VAJPAYEE: Sir, I would like to know whether this will be last extension or he will again come to the House for further extension?

SHRI K. MALLANNA: Sir, as far as possible I will try not to seek further extension.

MR. DEPUTY-SPEAKER: The question is:

"That this House do further extend upto the last day of the Monsoon Session, 1982, the time for presentation of the Report of the Joint Committee on the Bill further to amend the Hindu Marriage Act, 1955 and the Special Marriage Act, 1954."

The Motion was adopted

14.55 hrs.

MATTERS UNDER RULE 377

(i) DEMANDS OF RETIRED DEFENCE EMPLOYEES

श्री मनीराम बागड़ी (हिसार) : उपाध्यक्ष महोदय, मैं नियम 377 के अधीन निम्नलिखित विषय की ओर मंत्री महोदय का ध्यान आकर्षित करना चाहता हूं ।

मुझे इस बात का गौरव है कि मैं भी फौजी का लड़का हूं । भूतपूर्व सैनिकों व उनके आश्रित परिवारजनों को जो पेंशन दी जाती है, उसमें विषमता नहीं होनी चाहिए । भूतपूर्व सैनिकों की विधवाओं को पेंशन दिये जाने की सुविधा होनी चाहिए । जो जनवरी, 1964 और 1968 से पूर्व रिटायर हुए हैं, उनको वर्तमान नियमों के अन्तर्गत पारिवारिक पेंशन दी जाए । अगर वह साधारण जीवन से ज्यादा समय तक जीवित रहता है, तो ऐसे सिपाही को जो पेंशन उनकी रिटायरमेंट पर दी गई थी, उसको पुनः जारी किया जाए । भूतपूर्व सैनिक जिन्होंने अपना सेवाकाल पूरा कर लिया है, उनको 58 साल तक ही आयु तक पेंशन की गारण्टी दी जाए । इस व्यवस्था में योग्यता का अभाव या कोई कमी-बेशी को मद्दे नजर रखते हुए इंकार नहीं होना चाहिए । उनकी रुचि अनुकूल कारोबार या पेशा अपनाने की व्यवस्था रिटायरमेंट से पूर्व की जानी चाहिए । सेवाकाल के दौरान में ही रुचि अनुकूल पेशों में योग्यता हासिल करने की व्यवस्था कराई जाए । रिकार्ड कार्यालय के अनुसार रिटायर्ड सैनिकों की कार्य के प्रति क्षमता और योग्यता को देखते हुए रिटायरमेंट की अवधि बढ़ाई जानी चाहिए । जो आरक्षित कोटा है, वह सकल भारत में एक समान होना चाहिए ।

भूतपूर्व सैनिकों की जब पुनर्नियुक्ति की जाए तो उसमें उनकी योग्यता व शैक्षणिक योग्यता को ही ध्यान में रखा जाए, न कि रिटायरमेंट के समय जो अंतिम रैंक था, उसको आधार बनाया जाए । उनकी समूची सेवा को सीनियोरिटी दराज करने के लिए या प्रोमोशन के समय जैसे ही ई० सी० ओ० के केस में किया जाता है, ही करना चाहिए । जो पेंशन उनको भूतपूर्व सैनिक होने के वास्ते मिलती है, वह उनकी भूतपूर्व सेवा का प्रतिफल है ।

जिसको नई नियुक्ति की तनख्वाह में से न काटा जाए ।

(ii) Need to check indecent display of Women in advertisements

श्रीमती माधुरी सिंह (पुणिया) : उपाध्यक्ष महोदय, मैं केन्द्र सरकार का ध्यान एक महत्वपूर्ण विषय की ओर आकृष्ट करना चाहती हूं । इस विषय का नारी के स्वाभिमान और भारत की सभ्यता और संस्कृति से गहरा सम्बन्ध है । आजकल विज्ञापनों में नारी का अधिक उपयोग किया जाता है । सौन्दर्य प्रसाधन, फिल्म-विज्ञापन, दवाइयां, साइकिल टायर, बीड़ी, सिगरेट, इन सब चीजों को बिक्री के विज्ञापन में नारी का प्रदर्शन किया जाता है । कुछ विज्ञापनों में इतना अभद्र और घृणित प्रदर्शन होता है कि हम उन की ओर देखना भी पसन्द नहीं करते । कुछ चीजें जिनका महिलाओं से कोई सम्बन्ध नहीं है उन पर भी नारी के चित्र विज्ञापनों में इस्तेमाल किया जाते हैं । इससे अनुचित मनोवृत्ति पैदा होती है । नारियों के बीभत्सक और खुले चित्र प्रदर्शन के लिए समाज तो दोषी है किन्तु सरकार इसे रोकने के लिए प्रभावशाली कदम उठा सकती है । समाचार पत्रों को आर्थिक सम्बल प्रदान करने में विज्ञापनों की महत्वपूर्ण भूमिका होती है । यदि सरकारी एजेंसियां ऐसे समाचार पत्रों को विज्ञापन न दें जो नारी के चित्रों का कुत्सित रूप में प्रयोग करते हैं तो स्थिति में सुधार हो सकता है । विज्ञापन का ध्येय किसी वस्तु का प्रचार एवं उस की बिक्री बढ़ाना है किन्तु उस में नारी चित्रों का उपयोग संयत रूप में निश्चित उद्देश्य के लिए किया जाना चाहिए । नारी को अश्लील रूप में दिखाना कदापि उचित नहीं हो सकता । प्रेस काउन्सिल आफ़ इंडिया, समाचार पत्रों के अन्य संगठन और सरकार को मिल कर विज्ञापनों में नारी चित्रों के अविवेक-पूर्ण प्रयोग को रोकने के लिए आचार संहिता बनाने की आवश्यकता है । मैं सरकार से अनुरोध करती हूं कि वह इस विषय में सक्रिय कदम उठाये ।

(iii) Research to identify Commercially viable raw material for newsprint

DR. KRUPASINDHU BHOI (Sambulpur): The newsprint industry is facing a crisis due to inadequate production, inferior quality of output and the inability of the country's three newsprint plants to step up production in the near future. Indigenous production of newsprint last year was 63,000 tonnes against the requirement of 2.4 lakh tonnes. The situation is likely to be worse this year, as some mills have been suffering production loss mainly because of erratic power supply and frequent trippings.

The dwindling raw material resources, the dependence on official agencies for the supply and the cost escalating constraint in regard to pollution control regulations are among other inhibiting factors which have led to the crisis in the industry. The delay in improving the situation may lead to the closure of some industry. Thousands of workers, most of whom are tribals, may be thrown out of employment. The removal of crisis from those industries is a question of life and death for those workers.

Therefore, Central Government should intervene in the matter. I suggest to the Government to intensify research to identify commercially viable raw material alternatives and develop appropriate technology for optimum utilization of available raw material. All possible efforts should be made by he Government of India to help the three newsprint plants existing in the country.

(iv) Need for raising the financial limits for Construction of Hostels and residential School's for Scheduled Castes and Schedu'ed Tribes Students in Tribal Areas of Orissa

*SHRI LAKSHMAN MALLICK (Jagatsinghpur): The estabishment of

adequate number of residential schools for educational development in the tribal areas of Orissa has become impossible due to constraint of resources.

The existing ceiling prescribed by Government of India in repect of construction of hostels for Scheduled Tribes and Scheduled Castes students at present in the plains area is Rs. 4,630/- and in repecst of hilly areas, the ceiling is Rs. 7,600/- per student. But the prescribed maximum limits for the hilly areas and the plain areas are indequate.

It is not possible to take up construction work with this amount as the cost of construction materials, such as wood, cement and steel has gone up in the last few years. Therefore, I demand that the prescribed limit in respect of the construction of hostel and residential schools under the centrally sponsored scheme should be revised and enhanced to Rs. 10,000/- and Rs. 15,000/- for the plain areas and the hilly areas, respectively.

Government of India is providing assistance to States including Orissa on 50:50 basis for construction of hostels for S.C. and S.T. girls; Similar assistance be provided for the construction of hostels in different States for S.C. and S.T. boys.

(v). Conservation of Lord Jagannath Temple at Puri

SHRI HARIHAR SOREN (Keonjhar): I invite the attention of the Government of India for the proper conservation of Lord Jagannath Temple at Puri. This is one of the world famous archeological monuments which has been included in the list of Centrally protected monuments. But it is a matter of regret that due attention has not been paid to the conservation of this temple. The Mukti Mandap in the premises of Puri Temple is in dilapidated condition. The roof has been sustained by wooden props. This caused considerable resentment among the large number of tourists and pilgrims who visit this temple every day. Therefore, immediate repairs of Mukti Mandap is of paramount importance. The main temple continues to leaks and sag. The plaster of the temple has been removed but the conservation work has not been done properly. This temple represents ancient culture of Orissa and is famous for its beauty and splendour which attracts a large number of tourists from all over the world. The Government of India earns foreign exchange worth several lakhs of rupees from the foreign tourists who visit this famous temple.

Government of Orissa has been making fervent appeals to the Central Government time and again to take proper conservation measures for this temple. Despite this, no step has been taken so far, for the proper preservation of this monument.

In view of this, I urge the hon. Minister to take immediate steps for repairs and conservation of the Mukti Mandap. Conservation work in the main temple should be taken up without any further delay.

(vi) Need for controlling illicit felling of trees in Himachal Pradesh

SHRI T. S. NEGI (Tehri Garhwal): During the past 33 years or so the forest cover in Himachal Pradesh has shrunk to about 19 per cent of the State's total area as against over 39 per cent in 1948 when Himachal Pradesh emerged as a separate administrative unit. Vandalisation of its woods has been systematic and relentless. If contractors enjoying

*The original speech was delivered in Oriya

political patronage continue their depredations, the time is not far off when the entire State will be denuded of greenery. Already parts of Himachal, once covered with row upon row of swaying trees, present a desolate look. Even the trees stumps have been burnt or dug out to destroy the evidence that a lush green forest once exists on the mountain side. Forest Department officials not only help the contractors in illicit felling of trees but also provide them expert advice in smuggling timber out of the State through safe routes.

This calls for immediate corrective action.

(vii) Severe drought and famine conditions in some parts of Andhra Pradesh

PROF. N. G. RANGA (GUNTUR): Once again, most parts of Rayalaseema and large areas of Telangana in Andhra Pradesh are in the grip of the periodical but severe drought and consequent widespread famine. Our Prime Minister, Shrimati Indira Gandhi has expressed her deep anguish over the sufferings of the people after two days of touring in those areas, talking to the people and discussing about the incidence of distress caused by failure of crops, large-scale unemployment among agricultural workers and heavy losses sustained by peasants.

She exclaimed in her statement to Pressmen that 'the Nation has to think in terms of a long term solution for fighting drought, which seemed to be occurring perennially in these areas'.

I wish to draw the attention of the concerned Ministries and Planning Commision that many a time over the decades, many Members of Parliament had drawn the attention of the nation and the Government through Parliament, to this terrible plight of these drought-prone areas and a definite proposal for the establishment of Rayalaseema Development Board or Commission was discussed in Parliament and the Government was seriously considering the establishment of such an Authority.

I request the concerned Ministers and Planning Commission to give the highest priority, at least now, to that proposal, in the light of the observations made by the Prime Minister herself and hasten to establish such a protection-cum-Development Authority for the drought-prone areas of Rayalaseema, Telangana and Kalinga, in Andhra Pradesh in the first instance and, subsequently for similar areas in Rajasthan, Orissa, Baster, Karnataka and Maharashtra. Let Government give institutional and practical shape, with adequate financial support, to the suggestions made by the Prime Minister at the earliest.

(viii) Reappraisal of Nutiritious meal Scheme for Schools in Tamil Nadu.

SHRI K. T. KOSALRAM (Tiruchendur): The Indian delegation to the General Conference of UNESCO being convened next month is likely to commend to all developing countries for adoption the Tamil Nadu's nutritious meal scheme as a sure means for achieving the goal of universalisation of primary education and eradication of illiteracy.

But, all the school teachers working under 375 Panchayat Unions of Tamil Nadu have given notice of DHARNA on 6th November 1982 and their decision to go on indefinite strike from 1st January, 1983 if they are not relieved from the duties of buying vegetables and provisions and then cooking and serving food throughout the school hours instead of devoting themselves to teaching the children. Their

[Shri K. T. Kosalram]

dedication to teaching has also been undermined by the Government of Tamil Nadu deciding to have no examination upto 5th standard and the proposal to have no examination up to 8th standard is also under active consideration of the State Government.

The Central Planning Commission feels that this programme has led to diversion of resources from Plan projects; this apprehension has been confirmed by the diversion of foodgrains and funds given under NREP to this programme by the State Government.

Besides upsetting the economic well-being of the State by catering to the development of brawn and not to the brain, this nutritious meal scheme will result in breeding beasts of burden in Tamil Nadu. The parents throughout the State are in deep anguish that the educational needs of their wards are being neglected. I demand a thorough re-appraisal of this scheme by the Centre before commending to other developing countries

(ix) Liberalisation of rules for Indians returning from abroad in respect of goods brought by them.

श्री रोम नाथ प्रपन्न वर्मा (कोडरमा): विश्व के विकसित एवं अर्द्ध-विकसित देशों जैसे अमरीका, यूरोप, खाडी के देशों, अफ्रीकी देशों, एशियाई देशों में भारत के लाखों की संख्या में विज्ञान एवं टैक्नोलाजी अभियांत्रिकी, चिकित्सा-विज्ञान, अध्यापन, साहित्य-सृजन, योग, धर्म एवं निर्माण-प्रायोजनों हेतु कुशल श्रमिकों के नाम पर अस्थायी रूप से कार्यरत रह करोड़ों रुपये मासिक विदेशी मुद्रा हासिल कर रहे हैं। इन भारतीयों ने अपने को पराकाष्ठा तक पहुंचा कर भारत का नाम भी ऊंचा किया है। कई देशों में इनकी नियुक्ति वि देशों में धाक जमाने तथा हजारों हजार नागरिकता के अधिकार प्राप्त करने पर वहां के मूलवासियों ने भारत भगाने का भी आन्दोलन प्रारम्भ कर दिया है।

इस प्रकार भारतीयों को अर्जित बचत विदेशी मुद्रा के अपव्यय के लिए उन्हें विवश होना पड़ रहा है। ऐसी परिस्थिति में वे सभी जब अपने देश के परिवार के लिए नये पुराने मशीन एवं सयंत्र, इलैक्ट्रानिक्स, कपड़े एवं रेडीमेड पोशाक तथा अन्य उपयोगी औद्योगिक लाभ हेतु सामग्री लाने पर बन्दरगाहों तथा हवाई अड्डों पर कस्टम अधिकारी यमराज की तरह नाना भय दे कर परेशान कर आधे सामान हज्म कर जाते हैं। इससे विदेशों से वापिस आ कर भारत में उद्योग धंधे लगाने तथा विदेशी मुद्रा को दूसरे रूप में अपने देश में लाने से हतोत्साहित हो चुके हैं और वे पानी की तरह अपव्यय कर रहे हैं।

ऐसी परिस्थिति में मैं भारत सरकार से आग्रह करना चाहूंगा कि प्रधान मंत्री, वाणिज्य मंत्री एवं वित्त मंत्री गम्भीरता-पूर्वक इस महत्वपूर्ण विषय पर विचार करें तथा ऐसे लोगों के लिए भारतीय मुद्रा के अन्तर्राष्ट्रीय मूल्यों के दृष्टिकोण से उन्हें बीस से पच्चीस हजार रुपये तक के उपयोगी सामानों का लाने की छूट प्रदान करें और अधिक मूल्यवान उद्योग का मशीनों में भी उत्साहवर्द्धक छूट प्रदान करें ताकि भारत के औद्योगीकरण में श्रीवृद्धि हो तथा विशेषत: ऐसे लोग भारत सहर्ष लौटने में प्रेरणा प्राप्त कर सकें।

1508 hrs.

[Dr. Rajendra Kumari Bajpayee in the Chair]

(x) Shortage of Rice in Kerala

PROF. P. J. KURIEN (Mavelikara): Kerala is once again going to be under

the grip of shortage of rice and consequent rise in the price of rice. Not only that the price of rice has gone up but also that rice is scarcely available in the market. The so-called superfine quality of rice released from the FCI is so poor in quality that it cannot be used for consumption. Adding fuel to the fire, the Tamil Nadu Government has imposed a ban on the free movement of rice to Kerala and the Central Government have cut down the rice allocation to the State. All these have created a very serious situation demanding the immediate attention of the Government.

It should be noted that the main cultivation in Kerala is cash crops, which earn considerable amount of foreign exchange to the country. If enough quantity of rice is not made available at moderate price, the farmers will be forced to divert from foreign exchange earning cash crops to rice and other crops which will be ultimately detrimental to the national interest itself. Keralites are only rice eaters and not accustomed to wheat and it is the responsibility of the Central Government to provide enough rice to this foreign exchange earning State.

Therefore, I urge upon the Central Government to restore the rice allocation to Kerala to the previous level, direct the FCI to provide boiled rice instead of the socalled superfine quality and to direct the Tamil Nadu Government to lift the ban on the movement of rice.

(xi) Delay in President's assent to the Bill Nationalising Kumardherbi Engineering Works Ltd., Dhanbad.

SHRI A. K. ROY (Dhanbad): Mr. Chairman, we feel seriously concerned over the delay in getting Presidential assent on the Bill nationalising Kumardherbi Engineering Works (Pvt.) Ltd. in Dhanbad, Bihar which was passed unanimously by the Bihar Assembly and the Council on the 26th and 27th July, 1982. Since then the Bill has been pending before the Central Government for the needful. Continued closure of Kumardherbi Engineering Works, a prime engineering concern of the coal belt producing various items of priority used in the railways and the colliery has become a national issue raised in the Parliament several times. The factory employing more than 3000 workers, i.e. supportng their 20,000 family members is lying closed since July, 1979 due to the mischief and mismanagement of the employer who was a part of the Bird & Co.. In the beginning, the Central Government assured taking over of the factory under IDRA and declared the factory economically viable and a national asset and the Chief Minister of Bihar announced over the radio in November, 1980 the take over based on this assurance. Effort was made so that the Provincial Government took that over to restart the factory. Ultimately, a bill to that effect was brought and passed more than three months ago. Still, the factory could not be opened as it did not get the assent of the President.

After more than three years of closure, the plight of the workers is easily imaginable. The people are literally starving. The families have got disintegrated. More than fifty workers have committed suicide. Only last month one worker gave his life before a running train. Severe drought in the countryside has further accentuated the misery. So, the delay in getting assent from the President is acting as the last cruel blow to the patience of the workers and their withering existence.

(xii) Problens of Railway Employees retired from S.R.P.F

SHRI BASUDEB ACHARIA (Bankura): Mr. Chairman, Sir, a peculiar situation has arisen out of the problems of railway employees retired under SRPF. It is a matter of grave concern because of the way their problems are being tossed around from one Ministry to another without

[Shri Basudeb Acharia]

any solution. The Home Ministry says that the problems of railway pensioners are to be dealt with by the Railway Ministry and the Railway Ministry, in turn, advised the All India Retired Railwaymen's Federation that it was the Finance Ministry which was competent to deal with their problems and the pension department of the Finance Ministry has again thrown the ball in the Railway Ministry's court. To say the least, this attitude speaks of utter callousness and indifference of the Government to their problem. This state of affairs has naturally created frustration among the pensioners. And the Governmeot should know that most of the pensioners are facing a situation of destitution because of the nonchalant attitude of the Government.

Therefore, I urge upon the Government to examine their problems and redress them as early as possible.

(xiii) Need to release quota of Paper for Madhya Pradesh to meet the demands of students

श्री बाबूराव परांजपे (अकोला) : महोदया, बीस सूत्री कार्यक्रम के अन्तर्गत सूत्र क्रमांक 17 से सम्बन्धित यह प्रकरण है । इस सूत्र में कहा गया है कि उचित दर की दुकानों की व्यवस्था कर के, कारखाने में काम करने वाले मजदूरों व छात्रों के लिए, दुकानें खोलकर, छात्रों को पाठ्य पुस्तकें और कापियां प्राथमिकता के आधार पर उपलब्ध कराकर सार्वजनिक वितरण प्रणाली का विस्तार किया जायेगा तथा उपभोक्ताओं के हितों की रक्षा का अभियान चलाया जायेगा । तदुपरान्त व्याख्या में कहा गया है कि शिक्षा मंत्रालय इस समय पाठ्य पुस्तकों की छपाई तथा कापियां तैयार करने के लिए, राज्यों की कागज सप्लाई करता है । भविष्य में छात्रों की संख्या में वृद्धि को देखते हुए राज्यों को कागज की सप्लाई बढ़ाई जायेगी और नियंत्रित मूल्यों पर कापियां बेचने की वर्तमान व्यवस्था जारी रहेगी । इसके विपरीत शिक्षा मंत्रालय कार्यरत है । दिसम्बर, 81 तक कागज का कोटा तो मध्य प्रदेश शासन को दिया गया । प्रथम तिमाही 82 के कोटे में कुछ थोड़ी सी मात्रा दी गई तथा विगत 6 माह में कुछ भी नहीं ।

जुलाई 82 को जो शिक्षा सत्र प्रारम्भ हुआ, उसमें लगभग एक करोड़ छात्रों के करीब अभिभावकों को रियायती दर की कापियां उपलब्ध नहीं हो सकी तथा खुले बाज़ार से महंगी दरों पर कापियां खरीदनी पड़ी । आज भी वही स्थिति बनी हुई है ।

अतएव शिक्षा मंत्री जी से निवेदन है कि अविलम्ब यह कागज का कोटा मध्य प्रदेश के लिए स्वीकृत किया जावे ।

Strike by Employees of Neyvete Neyveti Lignite Corporation Limited.

DR. V . KULANDAIVELU (CHIDABARAM): Under Rule 377, I make the following statement.

I would like to draw the immediate attention of the Union Government about the serious plight of the employees over 17,000 in number of the Neyveli Lignite Corporation Ltd., and their families and total paralysis in the essential services and in the productivity with a marked set back in the power generation following nonsettlement of Bonus Issue until date, consequently an indefinite strike since 10 P.M. of 27th October, 1982.

The Joint Union Action Council of NLC initially demanded 20 per cent Bonus inclusive of 4 per cent annual incentive on the grounds of 86 per cent productivity with an earmark of Rs. 38 crores profit for 1981-82.

Following series of negotiations the Management on principle agreed only upto 11.7 per cent exclusive of annual incentive of 4 per cent and 0.58 per

cent (for loan Rs. 50/-) as on 27-10-62 when the demand of the frustrated employees was a minimum of 14 per cent. As the demand and the offer did not meet together the Joint Union Action Council was forced to resort for an indefinite strike by 10 P. M. of 27th October, 1962. Now the indefinite strike is on the eight day and the NLC is incurring a loss of about 1 crore rupees per day.

As the disparity of loss (in crores of rupees) to the NLC due to indefinite strike and the demands (in lakhs of rupees) of the employees are vast, I urge upon the Union Government to come forward magnanimously, and safeguard the interest of the Nation and the employees of the ULC.

(xv) Accidents caused by unexploded Bombs and other Explosives left at the site of firing range of the army near Itarsi

श्री रामेश्वर नीखरा (होशंगाबाद): सभापति महोदय, मध्य प्रदेश में इटारसी के पास रक्षा मंत्रालय द्वारा फ्रूफ रेंज बनाया गया है, वहां पर प्रतिदिन सेना के विभिन्न हथियारों का परीक्षण किया जाता है और साथ ही साथ वहां पर गोला बारूद बम आदि हथियारों का परीक्षण किया जाता है। गोला व बम के परीक्षण के बाद यह व्यवस्था रक्षा मंत्रालय द्वारा नहीं की गई है कि नष्ट हुए गोला व बम के पीतल एवं बहुमूल्य धातुओं के बने हुए खोलों को अपने कब्जे में रखें या उन्हें व्यवस्थित ढंग से सुरक्षित स्थानों पर पहुंचायें। उक्त व्यवस्था न होने से स्थानीय निवासी गोला व बम की बहुमूल्य धातुओं को उठाते हैं और उन्हें इसके व्यापारियों को बेचते हैं जिससे उनको आर्थिक लाभ होता है। कई बार इन खाली बमों के खोलों में कुछ जीवित बम भी रह जाते हैं, जिससे बड़ी-बड़ी दुर्घटनाएं हो जाती हैं एवं कई लोगों को जान गंवानी पड़ती है। अभी तक इस तरह की दुर्घटनाओं में सैकड़ों व्यक्तियों की जानें जा चुकी हैं। गोला उठाने वाले इस तरह की दुर्घटनाओं की रिपोर्ट डर के कारण पुलिस में नहीं करते हैं और न ही मिलिटरी अधिकारी यह रिपोर्ट करते हैं।

मिलिटरी अधिकारियों से इस सम्बन्ध में उचित व्यवस्था करने हेतु कहा गया पर उनके द्वारा बतलाया गया कि हम नष्ट की हुई सामग्री को सुरक्षित नहीं रखते हैं। नीलाम इसलिए नहीं कर सकते हैं कि नष्ट की हुई सामग्री में जीवित बम न रह जावें। इस तरह से यह एक गंभीर समस्या बन गई है।

मिलिटरी द्वारा नष्ट की हुई गोला बम के खाली खोलों को उठाने से कितनी दुर्घटनाएं हुई हैं, इस बात का अन्दाजा इसी बात से लगाया जा सकता है कि आसपास के कई ग्रामों में पुरुषों की संख्या कम होती जा रही है एवं कुछ ग्रामों में पुरुष ही नहीं बचे। मैं आपके माध्यम से रक्षा मंत्री महोदय से अनुरोध करता हूं कि इस तरह से चलने वाले मौत के व्यापार को समाप्त करने के अविलम्ब उपाय करें।

15.20 hrs.

MOTION RE: SIXTH FIVE YEAR PLAN—Contd.

MR. CHAIRMAN: We now go to the next item. Shri S. B CHAVAN, Planning Minister will reply.

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): I am thankful to all the Members who have participated in the debate. we were very happy to have the advice of some of those who happened to be in the Government, and who had greater information with them. In that context, I had anticipated that they will be able to realise the importance and also the difficulties when the Plan documents

[Shri S. B. Chavan]

are being prepared and discussed and implemented. At any rate, I am thankful to them for giving the benefit of their advice to the Government. I was equally anxious to know the views of such on important leader like Chaudhri Charan Singhji, who was present in the House, about the planning and the way it is being implemented. I do not know what prevalied upon him that he thought it fit to go out of the House rather than expressing the view that he might be having about the Plan.

Sir, at the outset, I would like to reiterate what I have stated earlier. Hon. Shri Satish Agarwal was again pleased to repeat that the mid-term review document was with the Government and it could have been better if that document had been circulated before the starting of the discussion. I had made this point very clear that the mid-term review has been postponed so that we may have the benefit of advice from the hon. Members and thereafter we will be able to take up the mid-term review. I did not think that Mr. Satish Agarwal would go to the length of saying that something is available here which I tried to conceal from the House.

SHRI SATISH AGARWAL (Jaipur): Ministry-wise mid-term review was available.

SHRI S. B CHAVAN: Ultimately, it is for the Planning Commission to take all these things into account including...

SHRI SATISH AGARWAL: Mid-term appraisal Ministry-wise is available. Shall I give you a copy?

SHRI S. B. CHAVAN: Ministry-wise information may be available to the Planning Commission. But we have to take into account a large number of other factors. The Ministry should take the view of all the elements together with the performance of the State Governments. I do not think it will be correct on his part to say that some documents which were prepared by the Planning Commission have not been brought before the House.

Sir, there is another point which I would like to bring to the notice of the House at this stage and which Mr. Agarwal himself made. That is about launching a Plan before the elections. He started right from the First Plan up to 4th Plan or 5th Plan and thereafter he said, you should not mix up these two. I do not know why. I think, it is a very salutary principle that if such an important document and such an important event wherein crores of rupees are being invested by the Government is brought before the people on the eve of the elections and if the Plan is finalised, and if necessary, if the people were to discuss it; it will mean getting a mandate on a very important issue. I do not find anything wrong in this. In fact, every Party is free to have its own Plan and place it before the people. And on that basis, you have to seek the mandate from the people and that will be the correct interpretation of the democratic system that we have in this country.

SOME HON. MEMBERS: No, no.

SHRI SATISH AGARWAL: That is exactly the charge that I have levelled That is why, you have not got the cooperation of the people.

SHRI SOMNATH CHATTERJEE (Jadavpur): Is the national Plan a party Plan? Is it a national Plan or a party Plan? Don't mix up the two. You are mixing it up with elections.

SHRI S. B. CHAVAN: After all, the Government which comes in power comes out with a difinite manifesto....

SHRI SATISH AGARWAL: That is different.

SHRI ATAL BIHARI VAJPAYEE: You come to the Plan.

SHRI S. B. CHAVAN: I have heard you with a tremendous amount of patience. I hope, you will kindly hear with me for some time. You are free to have your own views. After the manifesto, if the party which comes in power prepares a Plan, is it the claim of all those who will be preparing a Plan that it will have nothing to do with the party manifesto that they had put before the people? Anyway, I will leave at that.

I would like to say at this stage about the difficulties of the Planning Commission. All the hon. Members who were speaking in the House were having their own grievances, their own difficulties, their problems of constituencies and all that. Everybody was trying to give vent to their grievances and difficulties. They went to the extent of saying that the Planning Commission should be given more powers so that they may be able to see that, the way the Plan has been prepared, it should be implemented. I do not think even the Planning Commission itself will be prepared for such a kind of responsibility. The Plan as a while is being prepared in consultation with the State Government and the administrative Ministries. Therefore, it is for the administrative Ministries at the Centre and the State Governments in respective States to implement the Plan within the broad framework in which it has been prepared. It does not necessarily mean that the State Governments will not have their views reflected in preparing their own State plans. In a broad frame-work, they will also have the option of having their own ideas being implemented or incorporated in the State plans.

With this limitation, I think, you will have to view the working of the Planning Commission and the Sixth Plan as it has been prepared and, when the Mid-term review is taken, we will be able to find out how the Plan has progressed, whether it has fallen short of the expectations, whether the assumptions that we had assumed have come true. If there are any shortfalls in any sector, what correctives need to be applied is a matter which can be thought of only at the end of the Mid-term review.

I have heard with full patience, the views expressed by the hon. Members. It started with an hon. Member declaring that the Plan is dead. Another hon. Member was pleased to state that there is hardly anything left in the Plan; that the total economy seems to be in shambles; that the Plan is in crisis; that they have tremendous difficulties and they are going to do this and that. I do not know what is the basis on which these views have been expressed.

I would like to clarify the position. First of all, I must give my compliment to my colleague, Mr. N. D. Tiwari, that after the elections, within a year's time—I must say this was the record time—the Sixth Plan document was prepared. In January, 1981, the Planning Commission put its seal on it. In February, 1981, the meeting of the National Development Council was called and, thereafter, another meeting of the N.D.C. was called. The entire thing was finalised and the Plan document was placed on the Table of the House in the month of May, 1981.

The background in which the Sixth Plan had to be started has also to be taken into account. With the minus growth rate of 4.5 per cent in 1979-80, we had to start the entire thing in the very first year of 1980-81 and we could reach the growth rate of almost 7.5 per cent. and in the second year it was 4.6 per cent. In 1982-83, we feel that we would be able to achieve a growth rate of about 4.5 per cent.

Dr. Subramaniam Swamy is not present here. He made a point: How is it that you have been saying that the rate of growth is going to be 5.2 per cent when you yourself have provided for 4.5 per cent? I do not know whether he was deliberately trying to put this question to me or, as usual, he was saying the whole thing in a lighter vein. I think he is capable enough to understand that the rate of growth of

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5.2 per cent is on an average and this is a compound rate of 5.2 per cent growth which we have assumed and at least in the first two years of the Plan, the average comes to almost 6 per cent and we feel that if 4.5 per cent is achieved in this year, then, we will be able to have a growth-rate of almost 5.5 per cent which will be about 5.2 per cent which we have assumed in the Plan.

It is true that the Plan is based on 1979-80 prices and thereafter there has been a cost escalation. Hon. Members were worried whether the cost escalation and the inflationary pressure which had developed in the economy are going to allow the Plan to be implemented and whether it is going to absorb the resources almost forcing the Government to reduce the physical targets which have been decided upon. I must bring to the notice of this Hon. House that when the Plan was finalised in 1981, we had taken into account the cost escalation up to 1981 in most of the sectors. I cannot possibly say that in all sectors, the price rise up to 1981 has been taken into account. But, by and large, all the Ministries were informed that by December, 1980, whatever be the increase in cost, it should be incorporated so that we present a realistic picture before the nation.

After January, 1981, up to September, 1982, there has been an increase of almost 13 per cent in the wholesale price index and 19.6 per cent up to August in consumer price index of industrial workers. What is going to be the impact of this rise thereafter, is a very relevant question. Somehow, we do not have in the Plan document or in the total economy, any mechanism by which there can be automatic adjustment of such price rise and the resulting adjustment which, in fact, is called for would be too early for me to say and that is why after a mid-term review it should be possible to have some kind of a picture as to whether this is going to have an adverse impact.

I entirely agree with some of the Hon. Members that the rate of inflation has come down. The rate of wholesale index also has come down. But, at the same time, it is not being reflected in the consumer price index. It is a point which I do not think that we can deny. But, at the same time, Hon. Members will be able to appreciate the fact that these two indices are prepared on different commodities with different weightages. In the case of consumer price index, it is the food articles which are given greater weightage. And in the case of wholesale price index, there are other commodities which are taken into view. But somehow during the first five months of this year at least, the tendency seems to be that the wholesale price index and the consumer price index are almost behaving on a uniform basis. It might be a coincidence. But there are two other factors which I would like to bring to the notice of the House. One is, his is the usual lean season when prices tend to rise. There is another factor which has accentuated the situation and that is the famine or scarcity conditions in certain areas and the flood situation in the other parts of the country. These were the two factors which were mainly responsible for having this kind of an impact both on the wholesale price index as well as on the consumer price index, and that is why we must take that also into account.

There was a criticism that we are heavily relying on the external resources for financing our Sixth Five Year Plan, and some hon. Members have even gone to the extent of saying that we have almost sold out this country and we have entirely depending upon foreign resources without depending on our local talent or local resources. I would like to bring to their notice some of the figures which I have, and if the hon. Members go through those figures, I am sure they will be fully convinced because these are published documents from which I am quoting and there is no room for any contradiction in this.

If you take the public investment in the Sixth Five Year Plan, the total Sixth

Five Year Plan outlay in the public sector happens to be Rs. 97,500 crores and the external resources that we have taken into account while financing this Plan are Rs. 9,929 crores. If we work out the percentage, it comes to 10.2 per cent. I will give you the figures in respect of the previous Plans. The First Plan approved outlay was Rs. 2069 crores, the external resources were Rs. 521 crores and the percentage comes to 25.2. The Second Plan outlay was Rs. 4,800 crores, the external resources were Rs. 800 crores and it came to 16.7 per cent. The Third Plan outlay was Rs. 7.500 crores, the external resources were Rs. 2,200 crores and it came to 29.3 per cent. In the Annual Plans the outlay was Rs. 6,665 crores, external resources were Rs. 2,435 crores and the percentage was 36.5. In the Fourth Plan the percentage was 16.4; in the Fifth Plan it was 14.8 and in the Sixth Plan it comes to 10.2. If you have to take the entire investment that we are going to have in the Plan as a whole, it comes to Rs. 1,58,710 crores—the total investment that we propose to have in the Sixth Five Year Plan. If you have to take this into account, it works out to 5.8 per cent.

These are revealing figures and I am sure, with these figures, the kind of misconceptions that some of the hon. Members might be having in their minds will be removed and they should be able to have a realistic picture before their eyes.

SHRI SUNIL MAITRA (Calcutta North East): One question.

SHRI S. B. CHAVAN: It will be better if you put your questions after I have finished.

One of the hon. Members, Shri Bahuguna, he is not here—was pleased to state this. I have not been able to understand what exactly was the point that he wanted to convey. He says that our Plan is resource-based. Is it that we have plenty of resources and adequate man-power and so as they have done in the case of China, these two can be brought together and you can go in for a huge amount of project investment? I have not been able to exactly follow what was the point that he wanted to convey. Without the necessary resources, how on the basis of only the manpower and the raw material the projects can be implemented is the point. Might be he wanted to convey something, but since he is not present, I am not having the benefit of what exactly was his idea—probably that in some of the Communist countries or totalitarian countries they can go in for such a kind of a plan where with least resources they can ask the local people to work on particular projects. We have not been able to do that in this country and I do not think that we propose to do it in the future eiher. We will have to have our plans resource-based. We have to have the plans on the basis of the resources which we can possibly raise in this country and if necessary, go in for some kind of extetrnal resources if we fall short of the totol resources. If he was interested, I have brought figures with me as to what was the rate of saving and the capital formation that we had anticipated and the actuals of 1980-81 and 1981-82. If the hon. Members are interested, I will be able to give them the figures.

The assumptions in the Plan were that in 1979-80 we have been able to achieve 22.5 per cent in savings; in 1980-81 it was 23 per cent and in 1981-82 it was 23.4 per cent and in regard to capital formation, the achievement was, 22.8 per cent in 1979-80 and in 1980-81, 24.8 per cent and in 1981-82 it is about 24.6 per cent. So the assumptions are more or less realistic and we do not find any reason as to why apprehensions should be expressed in this House that we are not going to have the resources and that is why this Plan is not going to fulfil the expectations that it has raised in the people.

How, I will come to the resources side. In the resources we had assumed additional resource mobilisation of the order of Rs. 12,290 crores by the Centre and it was expected from the State Governments that they will be able to raise about Rs. 9012 crores. I must say that by and large the Central Government

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has exceeded this figure of Rs. 12,290 crores and the State Governments taken together have also exceeded the additional resource mobilisation that was expected from them, barring a few States. There are a few exceptions wherein I find that they have not been able to fulfil the target which they themselves had expected at a particular stage.

In this there are two or three factors we have taken into account. One was the contribution from the public sector undertakings. It was expected that the central government public sector undertakings should be able to contribute about Rs. 9911 crores for the Sixth Five Year Plan. And so far as the State Governments were concerned, they were requested to keep their minus contribution to minus Rs. 516 crores. When the NDC meeting was held, the State Governments were requested that their public undertakings like the State Electricity Boards and the Road Transport Corporations seem to be managed in a bad shape and that from the revenue that we expect from some of the major projects which were undertaken and completed and whose benefits are becoming available to the people, they should be able to at least meet the working cost of these irrigation projects. And, in the case of the State Electricity Boards, they were requested that they should manage their affairs in such a manner that the losses were wiped out to the extent of 80 per cent and to keep them within 20 per cent.

But, I am very unhappy to state here that in spite of repeated reminders to all the State Governments barring a few State Electricity Boards and some State Governments, the commercial losses are on the increase. Their losses have gone up considerably. The additional resource mobilisation they have been able to have is to a considerable extent but, at the same time, the revenue surplus that was expected in their regular budget was showing a downward trend. The revenue surplues are just not available and there was a tendency to go in for populous measures and have deficit financing. To some extent, the Central Government had gone to their rescue. We have been requesting them to kindly keep the functioning of the Governments within the resources available. But, we could see that there are three or four States which, in spite of the requests that the Central Government has been making, were just not able to manage. In fact, it was a very difficult proposition that they had to go in for some kind of a concession from the Central Government. The amount of deficit was treated as a kind of longterm loan by the Central Government. And, thereafter, they were requested that hereafter they might manage their affairs in such a manner that they again do not resort to any kind of deficit financing. We still feel that there are certain States who had to be given some kind of a warning. We cannot do anything more than what I had been telling. I do not have any power under which I could force them not to go in for the expenditure which, in fact, is not an approved expenditure Non plan expenditure is being increased to such an extent that I cannot possibly understand what could be the motive behind in having such a kind of expenditure. The hon. Member Shri Basu might be knowing more about the non-plan expenditure.

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): Social Welfare, Education, Health come under the Directive Principles of the Constitution. You do not want to study this.

SHRI SOMNATH CHATTERJEE: What about the deficit financing by the Central Government? What about the extenal loans—the IMF Loan? How do you explain that?

MR. CHAIRMAN: Let him finish his speech and then you can put your question.

SHRI S. B. CHAVAN: Why are you trying to provoke me to say something about West Bengal? Please do not do it (*Interruptions*) I am not yielding. After I finish, you may do that. I just want to say that there are three or four States who had to be given special accommodation.

SHRI KRISHNA CHANDRA HALDER (Durgapur): What has the Central Government got to say about.

SHRI S. B. CHAVAN: Please wait. I am coming to that. Don't be impatient.

MR. CHAIRMAN: Let him finish his reply.

SHRI S. B. CHAVAN: If it is the feeling of the hon. Members that you can go in your own way, I have nothing to say about it. I can only say about three or four States—not only non-Congress Government States but the Congress Government States also—and so why are you thinking that it is only your Government? (*Interruptions*).

MR. CHAIRMAN: The Minister is not yielding. Please have patience.

(*Interruptions*)

SHRI S. B. CHAVAN: Have I interrupted you? I do not understand what is this kind of strategy where even the mention of a special accommodation to be given to a State Government also provokes. (*Interruptions*) I do not think that Central Government is going to be cowed down by this kind of behaviour if the State Government....

SHRI SATYASADHAN CHAKRABORTY: Do you think we are going to be cowed down. (*Interruptions*).

श्री गिरधारीलाल व्यास (झालावाड़): सबसे ज्यादा पैसे को इन्होंने बर्बाद किया है इसलिये इनको तकलीफ़ हो रही है।

SHRI S. B. CHAVAN: I have merely said that some of the State Governments had to be given special accommodation in order to give them a plan of reasonable size. I do not understand the provocation in this. So, my request thereafter will be: You please try to keep yourself within the accommodation which has been given by the Central Government and one of the factors which is mainly responsible for the Central Government to resort to deficit financing is the kind of deficit financing which has been going on in some of the States and they had to make some kind of provision in order to see that they are not defaulters with the Reserve Bank of India. In spite of this if you feel that what they are doing is correct then, of course, it is for you to take your own decision and I would not like to go into the details of it.

Madam, I have said something about the external resources of 9929 crores and the total amount that we have been able to get so far from the external resources happens to be much less calculated on the 1979-80 basis. Let me give the figures. The actuals for 1980-81 is 1719 crores and for 1981-82 it is 1380 crores. Hereafter whatever external asistance we have received comes to 8467 crores. This is as per the present prices. If it is converted into 1979-80 prices on which the Plan has been prepared then it will be much less.

Sir, balance of payment is another point which I wanted to place before this hon. House which, in fact, is one of the factors which we will have to consider very seriously if we have to have a Plan in real terms. I will now give the total exports and total imports figures and balance of payment position. In 1979-80 the exports were to the tune of 6458.76 crore and imports were to the tune of 9021.75 crore and the adverse balance of payment of 2562 crores. In 1980-81 the exports were of the order of 6710.71 crores. The exports increased by 4 per cent and the imports were of the order of 12503.91 crores and the balance of payment position was—5813.20 crores, 1981-82 exports were of the order of Rs. 7781.40 crores and the increase was 16 per cent. Exports increased by 16 per cent and the imports were Rs. 13,600 crores and the balance was less than 1980-81. It comes to Rs. 5,778 crores.

Now, some of the hon. Members expressed their grave concern about the recession that they anticipate in the total economy. There are certain sections in the commercial and industrial community who have been persistently saying that there is a recession and the assumption

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that the Government has made about the involvement of the corporate sector and the total investment that they are supposed to go into seems to be rather optimistic. Now, Sir, on this point, I have made a quick estimate. They are expected to have the corporate financing of this order: The Sixth Five Year Plan made a provision of Rs. 17,582 crores for private non-financial corporate sector excluding cooperatives. The latest information shows that during the first two years of the Plan an investment of Rs. 7520 crores has taken place. This means that nearly 42.8 per cent of the total investment target has been realised during the first 2 years of the Plan. When converted to 1981-82 prices, the investment over the first 2 years of the plan comes to Rs. 9436 crores. Nearly 50 per cent of this investment has been financed by the private corporate sector from their own savings.

There is a Rangarajan Committee which has been appointed to go into the details and indicate whether the assumption that we have made about this corporate sector is based on a realistic basis or there are some correctives which need to be applied. I believe that they will be able to submit their report during the course of a week or 10 days and thereafter we will be able to take a final decision in the matter.

I find that the growth rate in the industrial sector was 4 per cent in 1980-81, 8.2 per cent in 1981-82, and now, from April to August, it has come to 4.2 per cent. So, this is based on the higher base of 1981-82 and also it has some other features which the hon. Members will have to take into account, especially the textile strike and other strikes that we had which in fact had affected investment in this sector. But the Letters of Intent which have been issued in the first 6 months and also licences, the foreign collaborations entered into, and the capital goods approvals which have been given so far does not give such an impression that the private corporate sector is going to be affected by some kind of a recession which is being talked about.

It is true that in some of the seciors there is a sluggish demand especially in tractor industry, commercial vehicles, paper industry, paper boards, steel and 4 or 5 other areas. But to say that a total recessionary tendency has entered into the economy will not be correct interpretation of the situation and that is what I would request hon. Members to bear in mind. You know that if the prices are to be controlled, there are two factors that we have to take into account. One is that the total money supply has to be controlled, but at the same time credit requirements for the productive purposes should also be adequately made available.

The Reserve Bank has recently given detailed instructions in this respect. I would like to read for the benefit of the Hon. Members the directions given by the Reserve Bank which have now reached to the lowest branch. The main features are:

(1) The margin on tractors and trucks have been revised from 25 per cent to 15 per cent in order to boost up their off-take.

(2) The IDBI would be enabled to provide additional requirements to State Electricity Boards and State Road Transport Corporations for the purchase of capital equipment and vehicles respectively. This would make an additional amount of Rs. 100 crores available to these two areas.

(3) Ceiling of the bank share in terms of loans to State Road Transport Corporations has been raised from 25/30 per cent at present to 40 per cent of the tearm loan component of the project cost.

(4) The Refinancing facilities for food and export credit have been liberalised.

(5) The credit authorisation scheme for export oriented manufacturing units has been liberalised and the limits of additional credit for such units requiring prior authorisation of the Reserve Bank

have been increased. Further, for parties not covered by the credit authorisation scheme, the cut-off point for term loans, which requires prior approval of the Reserve Bank has been raised.

(6) State sponsored organisations of Scheduled Castes and Scheduled Tribes would be, charged concessional rate of interest of 13.5 per cent per annum.

(7) The amount earmaraked for housing finance is being raised from Rs. 100 crores to 150 crores.

(8) Banks have been advised to give greater attention to the attainment of such targts for the weaker sections of the society as identified in the revised 20-point programme.

(9) A new category of term deposits of five years and above with the rate of interest of 11 per cent has come into force from October 26, 1982 to boost up bank deposits and to enable the banks to provide adequate credits to the commercial sector.

(10) Operations of the banks in the busy season would be so modulated that there is an effective deployment of credit to provide an appropriate stimulous to the vital sectors of the economy without giving rise to inflationary expectations and speculative inventory build up.

Madam, these are very detailed instructions which the Reserve Bank has issued to all the Banks and I hope that these will be able to create a proper atmosphere amongst those who are feeling that the credit squeeze has hit them very badly and that they should be able to go in a very big way in the productive sector. At the same time the requirements of the people, specially the weaker sections, should be fully financed and the Reserve Bank has given necessary instructions in this matter.

The cash-reserve ratio has also been reduced from 7.75 per cent to 7 per cent. These measures definitely will go in a big way to create necessary atmosphere and boost up the productive sectors wherever they are feeling the credit squeeze.

There are two aspects on which I would like to deal at this stage. One is about the target of agriculture production that we have decided for ourselves. 154 million tonnes of foodgrains production by the end of the Sixth Plan will have to be realised. We are struggling still between 135 to 140 million tonnes. There is a long way to go and concerted efforts both at the State Government level and at the district level will have to be made if we have to achieve this target of 154 million tonnes. And the achievement of this target is an inescapable goal. I don't think with the kind of rise in population that we have in this country, we can afford to go in different way. All energies will have to be focussed on agricultural production.

The second aspect about which I would like to inform the House is the power sector, in which at least my feeling has been that it seems rather difficult to achieve the target of 19,600 megawatts that we have decided for ourselves. Every effort will have to be made at least to reach 16,000 megawatts. The target of energy supply that we had anticipated, was about 191 billion units for both agriculture and industry, taken together. We are applying our mind. We are sending technical teams to different areas in order to see that the existing capacity is fully utilized. The plant load factor which, at one stage, had reached about 55 per cent to 56 per cent, unfortunately dropped down to almost 44 per cent. And now we feel that by the end of this year, the national average will come to nearly 49 per cent to 49.5 per cent, which should be able to provide a minimum of 170 billion units for both agriculture and industry. 191 billion units seem to be rather doubtful; but this is my preliminary estimate. Ultimately, we are trying our level best to see that some of the thermal and hydro projects which have been taken up, are completed. In fact, the machineries are at site Civil works are lagging behind. We have to see that these projects are completed well in time, so that we can have, not

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19,000 megawatts but at least 16,000 megawatts, if we are to provide about 170 billion units. In that case I am quite sure that we will be able to meet the requirements of both agriculture and industry.

At this stage, I am in full agreement with what Mr. Satish Agarwal said about population control. Population control is, in fact, a very important thing; and it has to be taken seriously. Unfortunately, we have religious inhibitions. There are certain parties also who are opposed to it, either openly or inwardly. They have been carrying on this kind of propaganda. I have to tell this House that the 1981 Census, and the population figures that it has thrown up, have caused a great amount of concern to us. At the end of the 6th Plan,—at the end of 1981—I believe the increase is going to be of the order of 12 million people, if I mistake not. It is subject to correction. From my memory. I am giving this figure of 12 million additional strength. I believe we will have to make a very serious effort; and that is why I said in my preliminary remarks that though there have been constraints of resources—in respect of other sectors we have been trying to give the barest minimum—so far as population control is concerned, if it has to be a popular movement, voluntary involvement of the people has to be elicited for this purpose, and money will be provided for the implementation of this very important national programme.

PROF. MADHU DANDAVATE: The growth rate is very satisfactory.

SHRI S. B. CHAVAN: It is actually much more than what we anticipated. Some of the hon. Members were pleased to state something about land reforms; and they had even expressed the view that it is not a question of political will to implement the land reform measures. I think I have the figures of all the State Governments with me. I hope West Bengal friends do not have any objection to reading their own figures. I have the figures of all the States.

I have all the figures of all the States.

SHRI SATYASADHAN CHAKRABORTY: Are these committed figures?

SHRI S. B. CHAVAN: If you have to start with that, certainly you have the option to speak later on.

It is true that we have to pay greater attention in order to see that there is distribution of assets among the poorer sections—this is one of the programmes which we consider very important, somehow it got locked up in the judicial proceedings—we have also taken the decision that where these land refrom measures were not finding a place in the Ninth Schedule of the Constitution in respect of some of the State Governments which were left out, they should now be included in the Ninth Schedule in order to seek the protection. I do not know what kind of interpretation the Supreme Court or other courts are going to put on it, but at the same time in order to show the seriousness of the Government about the implementation of this programme we have taken a decision to have this enactment in the Ninth Schedule.

The total area estimated to be surplus as a whole is 52,51,116 acres. The area declared surplus is 40,01,370 acres. The area taken possession of is 27,50,426 acres.

SHRI RAM VILAS PASWAN: Why?

SHRI S. B. CHAVAN: This is because of the litigations.

I do not think that any of the State Governments can be blamed, barring one or two exceptions where the land has been taken possession of and they have reserved that land for public purposes or they have declared that the land is not fit for cultivation. We are going to impress upon the State Governments that ceiling laws are not meant for acquiring land for public purposes. Actually, under our normal land Acquisition Act we can acquire certain categories of land; the land which is meant for landless people will have to be given to them and we are requesting the State Governments to kindly bear this in mind and see that the lands which are meant for these landless people should be distributed amongst them.

SHRI RAM VILAS PASWAN: How much land has been distributed?

SHRI S. B. CHAVAN: I have given that. The area distributed comes to 19,22,168 acres and the number of beneficiaries is 13,76,776 and I am happy to say that the percentage of the weaker sections of the society amongst the backward classes will be much more than 50 per cent.

श्री राम विलास पासवान : 27 लाख एकड़ जमीन आप ने एक्वायर की और 19 लाख एकड़ डिस्ट्रीब्यूट की, बाकी 8 लाख एकड़ जमीन सरकार के पास है, उसका क्या हुआ ?

SHRI S. B. CHAVAN: I have just now stated that there are disputes.

श्री राम विलास पासवान . लिटिगेशन 40 लाख और 27 लाख के बीच में होगा।

SHRI S. B. CHAVAN: There are stay orders from the courts and that is why in spite of the fact that the land has been acquired by the State Governments, they could not distribute it. That is how the land is lying idle.

श्री रामावतार शास्त्री (पटना) : आप ने झंगड़ेवाली लैंड एक्वायर की होगी ।

SHRI RAM VILAS PASWAN: Lack of will power!

SHRI S. B. CHAVAN: I feel very sorry that these matters have been dragging on in the courts for a considerable time. I do not know whether the courts will be able to take decisions at the earliest.

There was another point...(*Interruptions*)

SHRI RAMAVATAR SHASTRI: They do not want to distribute land in Bihar.

श्री राम विलास पासवान : यह सब कांग्रेस (आई) स्टेट्स में है ।

MR. CHAIRMAN: Let him read. Let the Minister finish his reply.

SHRI S. B. CHAVAN: An hon. Member. Shri Indrajit Gupta has said that the Industrial Policy Resolution has been drastically diluted and the Industries Minister is trying to...(*Interruptions*).

SHRI A. K. ROY: I want to...(*Interruptions*).

SHRI S. B. CHAVAN: Please take your seat. After I finish my speech, if you have any questions, if I have the information, I will try to clarify.

(*Interruptions*).

I am not yielding.

Shri Indrajit Gupta talked about the Industrial Policy Resolution and he said that it has been drastically diluted by the Industries Ministry in such a manner that the MRTP and FERA Companies have got the full advantage of it.

This House is aware of the fact that there was an amendment of the MRTP Act. The main consideration for carrying through that amendment was to boost the exports. If the hon. Member has any other information, certainly I would not be in a position to clarify that. But according to my information that kind of changes which have been contemplated are covered under the Amendment which was carried out in the MRTP Act. It protects the small scale sector. I do not think that the small scale sector is going to be affected. But if in the interest of exports this kind of a change has been brought about I do not think there is anything wrong in that.

Another Member gave some figures about the 20-Point Programme. He ridiculed it by giving the figures of the first quarter. I believe the hon. Member knows that the revised 20-Point Programme was announced in the month of January 1982. The first quarterly figures were made available in the shape of a small pamphlet. He quoted those figures and said: this is the result of your 20-Point Programme on which you are giving so much emphasis. If it is for the first quarter I am sure you know the working of the State Governments. The State Governments' first quarter happens to be the leanest season.

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They will have the minimum expenditure in the first quarter. The expenditure picks up from the second quarter. If the hon. Members are interested in the figures from April to September, they are like this. In IRDP we have the 23.6 per cent performance, NREP 33.4 per cent, land reforms 16.8 per cent, Scheduled Caste families 25.4 per cent and Scheduled Tribe families 27.9 per cent. This programme picks up only after the monsoon season is over. From October onwards, in fact, it is bound to get momentum. I am sure, the provision that we have made under the Minimum Needs Programme and also under the 20-Point Programme will be fully implemented. I have no doubt that they will not have scope for wrong interpretation hereafter.

Mr. Bahuguna—he is not here—raised two points. He wanted to say something about the foreign technology, which was employed in having the fertiliser factories at Cochin, Durgapur, Barauni and Namrup. He rediculed the technology by saying that with this technology, these plants can never improve. I have just tried to collect the information and the information, which is supplied to me, is like this.

The above plants were established with the Italian collaboration. These plants faced two major problems—technical deficiencies and power problems. Cochin and Durgapur plants were mechanically completed in 1974. While Cochin plant had a captive power plant, Durgapur has to depend on power from the Grid. When these plants were commissioned, certain technical deficiencies were discovered. To overcome this, an end to end survey was made for both these plants. Certain modifications had been done based on this survey. The Cochin plant has implemented the modifications suggested by the survey. In the case of Durgapur, while most of the recommendations were carried out, the captive power plant is under erection. Once these programme are completed, both the plants are expected to perfom better.

The Barauni and Namrup plants were commissioned in 1976. The technical deficiencies of these plants had already been overcome. However, these plants face problems with regard to both quality and quantity of power available. In the case of Barauni, a 2.5 MW gas turbine is being set up to overcome immediate problems. As a long term measure, a 16 MW gas turbine is being set up. This is likely to be commissioned towards the beginning of the next plan. The power availability of Namrup plant will improve substantially with the commissioning of the captive power plant which is being set up as part of the Namrup-III. This is likely to be commissioned towards the end of this period. The following table indicates the performance of fertilizer plants is 1979-80 and 1981-82. This shows an improvement in the capacity utilisation of these plants:

	Capacity Utilization %	
	1979-80	1981-82
Cochin	64	78
Durgapur	30	49
Barauni	30	49
Namrup	33	53

Mr. Bahuguna also mentioned about the IDPL and there also the Italian technology which was employed, and he said that you cannot possibly think in terms of having any efficient working with this kind of Italian collaboration. He is not there but still for matters of record I would say and if he has any information, certainly I will be happy to get it from him. It is said that even the Russians are asking for this Italian technology from IDPL. If that be so, I do not think that there can be anything serious about the

technology which has been bought over by us and the efficiency of the plant will definitely improve and they will be able to show better results. That is the information that I have. Some hon. Members said something about the import liberalisation and in this context, if I mistake not, it was M. Indrajit Gupta who said that some of our steel plants are having huge stocks with them.

SHRI INDRAJIT GUPTA (Basirhat): I did not say, the Chairman of the SAIL said.

SHRI S. B. CHAVAN: In the House, I said. So, the hon. Members were pleased to refer to soda ash. I think it was Dr. Subramaniam Swamy. In these matters so far as the Planning Commission is concerned, our policy is absolutely clear in this, so also that policy of the Government, that in matters of imports it is inescapable updating of the technology which in fact is justified for export promotion. As far as possible, we should try to see that import substitution units are being set up in the country and we have the minimum imports. But while importing, sufficient care has to be taken that the improved technology is being asked for so that our export stand in competition in the international market. That is one factor. Another factor which we have to bear in mind is that some of the local manufacturers also taking advantage of the prevailing situation, try to dictate exhorbitant terms, exhorbitant prices. In order to maintain the price-line if the Commerce Ministry comes to the conclusion that impart of a particular item is necessary, under those circumstances also they allow some imports. The third factor which we have to take into account, and if I mistake not this is one of the factors which in fact has taken place, is in the case of import of some kind of steel. Steel orders were given some time back. The materialised at a later stage. We did not have so much manufacture of that particular kind of steel. Later on our steel units went into that and now we find that they have been able to manufacture some of the kinds of steel which had been contracted long back and new that is being imported. The other kinds of imports which they have allowed will be from some of the countries with whom we have bilateral contracts and, for some reason or the other, the country happens to have only some particular commodity which they can possibly afford for India. Under those circumstances, and also sometimes by force of circumstances, we have to accept certain goods in which indigenous production in fact is quite satisfactory.

Now, there was another point. One or two points have been mentioned. One is about the projects which are taken up are not completed in time. I believe, hon. Member Shri Satish Agarwal said, can you quote, can you give me an instance where even one project has been completed well in time?

SHRI SATISH AGARWAL: Major project.

SHRI S. B. CHAVAN: He is right. I do not propose to give any project. At the same time, you will also appreciate the fact that the State Governments have their own problems. I cannot force issues from here. They have the regional problems. There are certain backward areas in the States and for some reason or the other if the projects have been taken up in some other advanced areas and the backward areas have been languishing behind and under these circumstances, they have to go in for some new projects. Yesterday, the hon. Members must have seen the kind of railway lines the hon. Members were asking here. Every one of us is aware of the fact that it is going to be a very difficult proposition to finance all the railway lines which have been sanctioned and which have been going on for a considerable amount of time.

Some of the hon. Members were pressing for an increase in the amount of replenishment rate, very legitimately. I can not say it is an unreasonable demand. After our mid-term review is over, it should be possible for us to concede to some of the demands which we feel are of an inescapable nature and in some of the sectors it should be provided. But ultimately, it all depends on as to how much money

are going to get out of the additional resource mobilisation and out of the contribution which we are expecting from the public undertakings.

I am thankful to hon. Member Shri Indrajit Gupta when he said, there is tremendous scope for increasing the contribution from the public sector undertakings provided industrial relations are properly handled. In fact, I am sure, hon. Labour Minister will be able to handle some of the intricate problems. But at the same time, may I request the hon. Members that we have all been talking in terms of public sector being given a place of prominence and if we really believe in implementing the policies which we have been off-reapting, we should not create conditions in which it will be impossible for the public sector undertakings to show better results? Fortunately, for us after 1978-79 and 1979-80, I think, 1981-82 is the first year when we got quite substantial amount of profit in the public undertakings. Out of 169 public undertakings that we have in the Central sector, if I remember correct, there are about 69 undertakings which are showing better results. I am in full agreement with my friend, Mr. Mahajan when he says that we will have to take enough measures to see that efficiency in the public sector improves cosiderably and those factories which are in loss should be able to show better results. Some kind of accountability will have to be introduced in these areas so that those who fail in showing better results, action should be taken against them. I think, it is for the administrative Ministries to apply their mind and find out, how best they will be able to show better results.

SHRI SATYASADHAN CHAKRABORTY: Mr. Satish Agarwal also spoke yesterday about the wealth tax. You have not mentioned about it.

SHRI S. B. CHAVAN : One point about regional imbalance on which some of the hon. Members talked. here. I have taken note of what Mr. Satish Agarwal has stated on the floor of the House. I am going to pass on that to those who are concerned. I cannot possibly say as to what action needs to be done.

Another very important point which was made here by one or two hon. Members was about the regional imbalance and the policy of the Government in that regard. I think, those who are aware of the allocation of resources are also aware of the fact that so far as the non-Plan sector is concerned, it is he Finance Commission which takes charge of the non-Plan expenditure. Fortunately, for us we have Mr. Y. B. Chavan who is the Chairman of the Finance Commission present in the House. I am intrigued that some of the non-Plan expenditure which seems to be on the increase is one of the reasons which happens to be the point of the Finance Commission and every State Government would like to say, "We have committed ourselves to this kind of expenditure" and that is why most probably the non-Plan expenditure is increasing.

SHRI SATYASADHAN CHAKRABORTY: Please don't be influenced by the Finance Commission.

SHRI S. B. CHAVAN: So far as the Plan allocation is concerned both under the statutory and other powers, the State Governments are entitled for share in the Central finances and the share in the Central finances is guided by the recommendations of the Finance Commission. But so far as the planning Commission is concerned, we have revised Gadgil formula wherein we have increased the allocaton to some of the backward States If you go through the revised Gadgil formula, you will be happy to note that more amounts have been given specially to some backward States. Some of the States have been treated as special category States. There is another category which is being considered on the basis of per capita income. If their income happens to be lower than the national average income,

those States are also given special dispensation.

Over and above this, there is the ITP formula which has been made applicable. Rs. 1600 crores are being given to the State Governments on the basis of this formula which takes into account the income multiplied by total population. So, that also benefits some of the backward States. Then, there are the hill areas, the drought-prone areas, the desert areas and the Scheduled Caste component and Tribal sub-plans. The Prime Minister was pleased to announce in this House and also repeat in the Rajya Sabha today that the dispersal of industries is another thing which has been decided upon and the location of industries will be taken on a priority basis in no-industry distrcts. In this way, these backward areas will be provided with necessary facilities.

The last point which I would like to make is about the viewpoint which was expressed by the hon. Member, Mr. A. K. Roy, that this kind of Plan is not going to help and that it is a socialist sort of planning which will have to be taken into account. You are aware of the fact that if you go into the programmes meant for weaker sections. the programmes meant for the rural areas, the programmes meant for creating employment, the programmes meant for all the weaker sections of the society. everyone of us will be convinced that adequate amounts have been provided for and it is our expectation that at the State level and at the district level, the public representatives will also be taken into confidence before their Annual Plans are being finalised. I do not think in the middle of the Plan we can have any kind of departure from the policy which we have already been following. We had adopted a mixed economic policy. I do not think that it will be proper to insist that "You give up this and don't leave any scope for the private sector to participate in the entire process of planning and its implementation."

16.35 hrs.

[SHRI N. K. SHEJWALKAR *in the Chair*]

Chair]

I do not think that it would be possible for the Government to make a departure from this. Socialist ideas are being incorporated in the kind of planning that we have undertaken. But the whole thing depends upon in what spirit it is being implemented. My own experience has been that enough funds have been provided to the State Governments, to the local authorities and the Zilla Parishads at the district level. But, it all depends upon the spirit in which these programmes are being implemented by the respective authorities.

Some Hon. Members have asked: How can you expected results from officers who are not committed, who are reluctant and who are very corrupt? I think this is a very sweeping charge that we are trying to make against the officers. But, at the same time, at least my experience has been that if we give them a proper direction at different levels, the officers can give good results. Some of the non-officials who are dedicated and who are prepared to work for the general masses and who are not interested in any power and position also can help. At the same time, if the IRDP and the NRF Programmes which are taken up in the rural areas are implemented in the proper spirit, I am sure that we would be able to generate enough employment as per the expectations that we have made after the formulation of the Sixth Five Year Plan and that the backlog of unemployment of the Fifth Five Year Plan would be reduced to some extent. There is a backlog of 12 million unemployed. The employment opportunities which are going to be provided under the Sixth Five Year Plan are of the order of 34 million standard mandays on basis of 7 hours work a day. If some knid of part-time work is also provided, I am sure, that we would be able to generate enough standard working days in order to give employment to a large section of the population.

[Shri S. B. Chavan]

Mr. Indrajit Gupta has left. He made a point that Government was arraying to redefine the poverty line with a view to see that some kind of an artificial figure is arrived at and that we are trying to conceal the number of those people who are below the poverty line. I think it is far from truth. This was discussed in the two or three Conferences of the Officers in Nainital when a view was expressed that it is not only the calorie value,—2,400 calories in the rural areas and 2,100 calories in the urban areas—that is the only indicator of poverty but there are other factors also involved: Health, Housing, Public Health Services, Education and other factors. So, a Working Group has been set up to see how far the ideas of the various technicians on the subject could be accepted at the level of statisticians and thereafter their recommendations would be presented to the Planning Commission. But to say that this is some kind of a motivated action in order to show some results is not correct. I have seen the editorials in some of the newspapers also. Unfortunately, they do not present the correct picture. They always present a distorted picture. I am assure the House that there is no intention on the part of the Government to present some kind of an artificial figure to show that those who are below the poverty line are much less. We have to adopt the figures furnished by the statisticians and we take this figure as the realistic figure.

I think I should not dilate any more on the subject. I have taken much of the time of the House.

I once again express my grateful thanks to the Hon. Members who have taken the trouble of participating in the discussion and giving the benefit of their advice.

I have not been able to clarify some other points which the Hon. Members raised in the House even though I have taken note of them.

I do not think that, within such a short time, it could be possible for me to cover all the points which were mentioned here. (*Interruptions*) Drinking water is there railways are there, then so many projects. All kinds of problems have been raised, but I do not think, offhand I will be in a position to say 'yes' or 'no' to any particular demand that has been put forth. Those points will be considered by the Planning Commission. When hon. Members are expressing their views on a particular issue, certainly you can rest assured that they will receive the due consideration, and it will depend on how the administrative Ministries reach to the different points that the hon. Members have put forth.

Again I am thankful to the House for having given me so much of time.

श्री रामावतार शास्त्री : मैं, एक सवाल पूछना चाहता हूं ।

सभापति महोदय : सवाल तो आप पूछ नहीं सकते ।

श्री रामावतार शास्त्री : सभापति जी, मैं सफाई ही पूछना चाहता हूं । आप मुझे सफाई ही पूछने दीजिए . . . .

सभापति महोदय : क्लैरिफिकेशन चाहते हैं तो पूछ सकते हैं ।

श्री रामावतार शास्त्री : जहां पर प्लान डिस्कशन पर आपने बीस सूत्रीय कार्यक्रम की चर्चा की है । लेकिन आपने उसके एप्रेजल के बारे में कुछ नहीं बताया कि वह कहां तक कार्यान्वित हो रहा है या नहीं हो रहा है । मैं इसीलिए पूछना चाहता हूं कि चूंकि मैं एक जिला समिति में हूं, जो कि बीस सूत्रीय कार्यक्रम के लिए बनाई गई है । जगह-जगह ऐसी समितियां बनाई गई हैं । मैं जानता हूं कि वहां क्या हो रहा है । मैं उसमें ज्यादा जाना नहीं चाहता । लेकिन सिर्फ यह जानना चाहता हूं कि बीस सूत्रीय कार्यक्रम की क्रियान्विती के लिए आप क्या कर रहे

हैं, उसकी स्थिति क्या है। क्योंकि उसके बारे में आपने कुछ नहीं कहा।

सभापति महोदय : उन्होंने कहा है कि बहुत से मुद्दों पर सारी डिटेल्स अभी नहीं बताई जा सकती।...

Does the Minister want to say anything more?

SHRI S. B. CHAVAN: Actually I have explained the entire position, how much progress has been achieved under different items of the 20-Point Programme. For IRDP also I have the figures, if the hon. Members are interested. I can give the figures but I have not given because it will take a lot of time. DRDAC has been set up in every district in order to see that public participation and implemetation of the programme in the spirit in which it has been framed take place.

SHRI RAMAVATAR SHASTRI: Only persons from the ruling Party have been taken in that Committee; nobody from the Opposition has been taken.

MR. CHAIRMAN: There should be no second debate. Mr. Sunil Maitra.

SHRI SUNIL MAITRA: The Minister gave the House percentage figures of foreign assistance component of different Plans. These were the actuals, and these actuals were juxtaposed against the assumption in the Sixth Plan. Will you please give us the original assumptions of foreign assistance component in respect of each Plan? Will you then compare the actuals with the assumptions? Then only we will be in a position to know whether your assumption of 10 per cent of foreign assistance in the Sixth Plan is justified or not.

SHRI S. B. CHAVAN: I think I have given the actuals. These are published documents—First Five-Year Plan, Second Five-Year Plan, Third, Fourth and Fifth. You can compare the assumptions in the Plan with the actuals. Most probably the actuals may not be there. I have supplied the actuals. These actuals can be compared with the assumptions that have been given in the Plan documents and on that basis you can work out. Normally our experience is that we find that we exceed what we assume. At least my feeling is that the assumption must have been much less and it has been increased. That is why I have given these increased figures.

SHRI SATYASADHAN CHAKRABORTY: You have expressed your view in very clear terms about land reforms, that the Central Government wants that the State Governments should take steps and the actual land should be distributed.

I welcome it. Now are you going to take up the follow up action because the States Legislatures of West Bengal as also Kerala have passed the land reforms and those are lying at your end for years to come for the assent of the President and they have not yet received the assent of the President. So, I would request you as a follow up action the Planning Commission and you, as the Minister, should exercise your influence on your supreme leader, the Prime Minister ...

MR. CHAIRMAN: You have done it.

PROF. SATYASADHAN CHAKRABORTY: This is important, Sir, because you know that the Prime Minister should suggest to the President... (*Interruptions*). You know, Sir, this is a parliamentary system....

MR. CHAIRMAN: It is not necessary to explain; you have put your question.

PROF. SATYASADHAN CHAKRABORTY: Is he going to assure me that as a follow up action he will suggest to the Prime Minister?

SHRI S. B. CHAVAN: The point is absolutely clear that wherever the State Governments have passed legislation according to the national guidelines....

PROF. SATYASADHAN CHAKRABORTY: Yes.

SHRI S. B. CHAVAN; ....Those Bills which were according to the national guidelines have received the assent of the President. About this particular Bill I do not know. This is a new thing you are

[Shri S. B. Chavan]

asking me. The emphasis is on the Bills which have been passed and under which lands have been acquired as surplus and those lands have to be distributed. That is the first obligation the State Goverment ought to have definitely carried out.

PROF. SATYASADHAN CHAKRABORTY: We have done it.

SHRI A. K. ROY: 5.2 million acres of surplus land were detected as per the national guidelines issued in the early seventies. In view of the new awareness about more rigorous land reforms, I want to know whether the Government is contemplating issuing of new guidelines revising the ceiling. That is my first question.

Secondly, this I referred to yesterday also. I want to know whether the scientific personnel of the country and especially, the Science Congress, etc. will be taken into confidence to explore the possibilities of having some hundred per cent swadeshi factory on steel and fertiliser.

SHRI S. B. CHAVAN: These two are policy issues. I do not think I will be within my right to give either a positive or a negative reply to both the points which the hon. Member has put. I cannot possibly react.

MR. CHAIRMAN: Now there is a substitute motion by Mr. A. K. Roy. Mr. Roy, are you pressing it? ....So I will put it to vote. The substitute motion of Mr. Roy has been circulated and it was moved on 2nd November. ....

SHRI A. K. ROY: I demand that you may kindly read it.

MR. CHAIRMAN: It is not necessary. It has already been circulated and everybody knows it. The question is:

"That the substitute motion by Mr. Roy be accepted."

Those in favour may say 'Aye'

SOME HON. MEMBERS: Aye.

MR. CHAIRMAN: Those against may say 'No'.

SEVERAL HON. MEMBERS: No.... Noes have it.

SHRI A. K. ROY: Sir, I demand division.

MR. CHAIRMAN: I shall now put the Substitute Motion of Shri A. K. Roy to the vote of the House.

SHRI SATYASADHAN CHAKRABORTY: What is the motion, Sir?

MR. CHAIRMAN: It has already been circulated. Now, the question is:

"That for the original motion, the followig be substituted, namely:—

"This House, having considered the 'Sixth Five Year Plan 1980—85', laid on the Table of the House on the 6th May, 1981, is of the opinion that the present Plan like the earlier ones is based on capitalist way of development and so incapable of solving any of the basic problems of the country like unemployment, price rise, poverty, inequality and foreign dependence dragging and degenerating the country to the neo-colonial status endangering its very sovereignty and so directs the Government—

(a) to recast the present Plan totally,

(b) to constitute a People's Planning Committee including the leaders of the Opposition having conviction in socialism and self-reliance,

(c) to remould the economy on the clear cut socialist way of emancipation through 'one man one job', 'agrarian revolution', 'industrial revolution' and 'cultural revolution.' " (1)

The Lok Sabha divided:

Division No. 3) 16.55 hrs.

AYES

Acharia, Shri Basudeb
Azmi, Dr. A. J.
Balanandan, Shri E.
Bhattacharyya, Shri Sushil
Chakraborty, Shri Satyasadhan
Chandra Pal Singh, Shri
Chaudhuri, Shri Tridib
Choudhury, Shri Saifuddin
Giri, Shri Sudhir
Hasda, Shri Matilal
Horo, Shri N. E.
Jagpal Singh, Shri
Kodiyan, Shri P. K.
Maitra, Shri Sunil
Masudal Hossain, Shri Syed
Pal, Prof. Rup Chand
Pandit, Dr. Vasant Kumar
Parulekar, Shri Bapusaheb
Patil, Shri J. S.
Roy, Shri A. K.
Saha, Shri Ajit Kumar
Shamanna, Shri T. R.
Shastri, Shri Ramavatar
Swamy, Dr. Subramaniam
Trilok Chand, Shri
Verma, Shri R. L. P.
Yadav, Shri R. P.
Yadav, Shri Vijay Kumar

NOES

Ankineedu Prasada Rao, Shri P.
Anuragi, Shri Godil Prasad
Appalanaidu, Shri S. R. A. S.
Azad, Shri Bhagwat Jha
Baitha, Shri D. L.
Bajpai, Dr. Rajendra Kumari
Baleshwar Ram, Shri
Banatwalla, Shri G. M.
Behera, Shri Rasabehari
Bheekhabhai, Shri
Bhoi, Dr. Krupasindhu
Bhuria, Shri Dileep Singh
Birbal, Shri
Chandra Shekhar Singh, Shri
Chandrakar, Shri Chandu Lal
Chaudhary, Shri Manphool Singh
Chavan, Shri S. B.
Chavan, Shri Yeshwantrao
Choudhari, Shri K. B.
Choudhari, Shrimati Usha Prakash
Dabhi, Shri Ajitsinh
Dennis, Shri N.
Dev, Shri Sontosh Mohan
Dogra, Shri G. L.
Dubey, Shri Ramnath
Era Anbarasu, Shri
Gouzagin, Shri N.
Hakam Singh, Shri
Jain, Shri Virdhi Chander
Jha, Shri Kamal Nath
Kuchan, Shri Gangadhar S.
Mahajan, Shri Y. S.
Mahala, Shri R. P.
Mahendra Prasad, Shri
Mallanna, Shri K.
Mallick, Shri Lakshman
Mallikarjun, Shri
Mallu, Shri Anantha Ramulu
Mavani, Shri Ramjibhai
Meena, Shri Ram Kumar
Mishra, Shri Ram Nagina
Mohanty, Shri Brajamohan
More, Shri Ramkrishna
Murthy, Shri M. V. Chandrashekhara
Nair, Shri B. K.
Nandi Yellaiah, Shri
Narayana, Shri K. S.
Negi, Shri T. S.
Patel, Shri Ahmed Mohammed
Patel, Shri Uttambhai H.
Patil, Shri Uttamrao
Phulwariya, Shri Virda Ram
Potdukhe, Shri Santaram
Prabhu, Shri R.

Prasan Kumar, Shri S. N.
Quadri, Shri S. T.
Ram, Shri Ramswaroop
Ramamurthy, Shri K.
Ranjit Singh, Shri
Rao, Shri M. Nageswara
Rao, Shri M. Satyanarayan
Rath, Shri Rama Chandra
Rathod, Shri Uttam
Reddy, Shri G. Narsimha
Roat, Shri Jai Narain
Saminuddin, Shri
Sathe, Shri Vasant
Satish Prasad Singh, Shri
Sawant, Shri T. M.
Sethi, Shri P. C.
Shakyawar, Shri Nathuram
Sharma, Shri Chiranji Lal
Sharma, Shri Kali Charan
Sharma, Shri Nand Kishore
Sharma, Shri Nawal Kishore
Sharma, Shri Pratap Bhanu
Shastri, Shri Hari Krishna
Singh Deo, Shri K. P.
Soren, Shri Hari Har
Sparrow, Shri R. S.
Sultanpuri, Shri Krishan Dutt
Sunder Singh, Shri
Tayyab Hussain, Shri
Thorat, Shri Bhausaheb
Tripathi, Shri R. N.
Tudu, Shri Manmohan
Venkataraman, Shri R.
Venkatasubbaiah, Shri P.
Verma, Shrimati Usha
Vijayaraghavan, Shri V. S.
Vyas, Shri Girdhari Lal
Wagh, Dr. Pratap
Yadav, Shri Ram Singh
Zainul Basher, Shri

MR. CHAIRMAN: Subject to correction, the result* of the Division is :

Ayes : 28; Noes : 94

The motion was negatived.

ANTI-HIJACKING BILL

AND

SUPPRESSION OF UNLAWFUL ACTS AGAINST SAFETY OF CIVIL AVIATION BILL

MR. CHAIRMAN: The House will now take up times No. 22 and 23 together. Now, I call the Minister.

THE MINISTER OF STATE OF THE MINISTRIES OF CIVIL AVIATON AND CIVIL SUPPLIES (SHRI BHAGWAT JHA AZAD): Sir, I beg to move:

"That the Bill to give effect to the Convention for the Suppression of Unlawful Seizure of Aircraft and for matters connected therewith, as passed by Rajya Sabha, be taken into consideration."

"That the Bill to give effect to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation and for matters connected therewith, as passed by Rajya Sabha, be taken into consideration."

In December 1944, the Convention on International Civil Aviation was adopted at Chicago with the primary aim of achieving development of international air transport in a safe, economic and orderly manner. With rapid technological developments, aircraft became a speedier and safer mode of transport and was responsible for a rapid growth of international air transport. However, the speed, the range

*The following Members also recorded their votes.
AYES : Shri Harish Kumar Gangwar.
NOES : Shri G. S. Nihal Singhwala

and the capacity of the modern aircraft also made it more vulnerable to threats by persons on board the aircraft with unlawful motives which endangered the safety of the aircraft as well as the lives of innocent passengers and crew.

Although the International Civil Aviation Organisation and its Legal Committee were seized with these problems, the complexity of the international aspects of such acts defied solution for a long time. The Legal Committee which considered these matters from time to time prepared a draft which resulted in the adoption of the Convention on offences committed on board aircraft at Tokyo in 1963.

The main achievement of the Tokyo Convention, 1963 was to specify powers of the Commander of an aircraft engaged in international flight when he has reasonable grounds to believe that a person has committed on offence against penal laws or acts which endanger the safety of the aircraft or of persons or property therein on which endanger good order and discipline on board aircraft. It also became the first international instrument to deal with unlawful seizure of aircraft by providing that all contracting States shall assist in restoring control of the aircraft to its lawful commander and that the contracting State in which the aircraft lands shall permit passengers and crew to continue their onward journey as soon as practicable and return the aircraft and its cargo to the persons lawfully entitled to their possession. Thus the Convention only partially solved the problems which the international air transport faces as a result of the commission of offences against aircraft and unlawful acts against safety of civil aviation. The House will recall that a Bill to give effect to this Convention was passed by Parliament in 1975 and the Tokyo Convention Act came into force on 1st January, 1976.

The International Civil Aviation Organisation through its Legal Committee continued its efforts towards drafting Conventions which would be acceptable to the majority of its members and deal effectively with these problems. In the Sixtees after the Tokyo Convention was adopted unlawful seizure of aircraft, became a serious Social threat, resulting in the death of, or injury to innocent passengers and crew members who were take nas hostages. The threat of hijacking, which had until then been localised in certain areas was becoming universal. These acts became a weapon for achieving major national political objectives in complete disregard for the lives of innocent civilian passengers and led to international terrorism and blackmail. The scourge of unlawful seizure of aircraft, the upsurge of other acts on interference against international civil aviation such as attacks against aircraft and installations on the ground and the placing of explosives on board aircraft as well as extraordinary rapid succession of crimes of violence, directed against aircraft in 1970, resulted in the preparation of two Draft Conventions by the International Civil Aviation Organisation—one on the suppression of unlawful seizure of aircraft which was adopted at the Hague on 16th December 1970 and the other on the suppression of unlawful acts against the safety on civil aviation which was adopted at Montreal on the 23rd September 1971. The Hague convention came into force on 14th October 1971 and has been ratified by the 114 States so far. The Montreal Convention came into force on 20th January 1973 and has been ratified by 113 States so far.

The Hague Convention applies to the offence of unlawful seizure of aircraft in fight—what we call hijacking—and imposes an obligation on the contracting States to make it punishable with severe penalty. The Convention requires contracting States to establish their jurisdiction (i) when the offence is committed on board an aircraft registered in their territory; (ii) when an aircraft lands in their territory with the alleged offender still on board and (iii) also when the alleged offender is found in their territory.

The Montreal Convention applies to unlawful acts which jeopardise the safety of persons and property on board an aircraft in flight and which seriously affect the operation of air services. It applies to unlawful acts against an aircraft in flight as well as to aircraft in service. According to the Convention, an aircraft is considered to be in service, from the beginning

[Shri Bhagwat Jha Azad]

of the pre-flight preparation of the air-craft, by the ground personnel or by the crew for a specific flight until 24 hours after any landing. The Convention applies to acts which destroy or cause damage to the aircraft rendering it incapable of flight or which cause such damage which is likely to endanger the safety in flight as well as to those acts which destroy or damage air navigational facilities or interfere with their operation. Further, it applies to communication of information which is fales and endangers safety of the aircraft in flight like telephoning of the bomb scare and so on.

Both these Conventions deem the offences to which they apply as extraditable ones, subject to bilateral treaties; and in case extradition is not agreed to, the contracting State where the offender is present, is required to prosecute him.

The nature and the complexity of the crimes against Civil Aviation call for multi-dimensional solution. In response to the practices recommended by the International Civil Aviation Organisation, the International Community have taken preventive steps for airport security, with a view to contain the commisson of these crimes.

While it may not be possible to completely eradicate these crimes, Government has also made security arrangements at airports in India. The Government propose to further strengthen these arrangements by installation of most modern and sophisticated equipment such as Baggage X-Ray Machines at the four international airports and other important airports. The Government has also decided to ratify the two Conventions in view of their importance and enact legislation to give effect thereto, which would be complementary to the steps already taken by the Government in this regard. The Government expects that the special legislation which will have necessary psychological impact on the public would prove to be a deterrent to the commission of unlawful acts against aircraft in India.

The Bills which are before the House seek to achieve mainly the objectives underlying the Hague Convention and the Montreal Convention. The provisions of these two Conventions do not apply where both the point of take-of-and the point of landing of an aircraft in relation to which an offence is committed, are situated in the territory of the State of registration of the aircraft. However, the provisions of these Bills will apply to an Indian registered aircraft, when both the point of take-off and the point of landing of such aircraft are situated in the Indian territory. We have taken advantage of this and are providing for it in these Bills. The Montreal Convention applies to acts, which destroy or damage or interfere with the operation of navigational aids, which are used in international air navigation. However, the provisions of the Montreal Convention Bill, will be extended to every air navigation facility, in India in relation to which the offience is committed irrespective of whether such facility is used for air navigation other than international air navigation.

The Bills propose to make the offence of hijacking, as well as the unlawful acts against safety of civil aviation punishable with imprisonment for life and along with fine.

With these introductory remarks, I commend these two Bills for the consideration of the House.

MR. CHAIRMAN: Motions moved:

"That the Bill to give effect to the Convention for the Suppression of Unlawful Seizure of Aircraft and for matters connected therewith, as passed by Rajya Sabha, be taken into consideration."

"That the Bill to give effect to hte Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation and for matters connected therewith, as passed by Rajya Sabha, be taken into consideration."

SHRI SUDHIR GIRI (Contai) Mr. Chairman, Sir, at the outset, I support the

two Bills namely the Anti-Hijacking Bill and the Suppression of Unlawful Acts against Safety of Civil Aviation Bill. These Bills have been framed having due regard to the Conventions we have entered into in the Hague and Montreal in 1970 and 1971 respectively. The hon. Minister has already explained the provisions formulated in the Hague Convention. The main provisions are that the contracting States have been authorised or are required to establish their jurisdiction when an offience is committed on board an aircraft registered in their territory, and when the aircraft lands with an offender on board in their territory, and thirdly, when the alleged offender is found in their territory.

In the Montreal Convention, the provisions are, more or less, similar; the Montreal Convention requires only to plug the loopholes which were there in the Hague Convention.

Now, a provision has been made in these Bills for life imprisonment and fine for the hijackers. I have no soft corner for them, or the party involved in such a crime. This is because we think that such a crime is against the total humanity, against the nation, and against the State. At the same time, I should be frank that we have some soft corner for those persons who indulge in such crimes because those persons are engaged in promoting the interests of their nation. I would like to give a few example. During the British regime some of our revolutionaries fought against the British here. Some officials were killed and we should think at this stage that mere killing of an individual would not foot out the corrupt regime at a particular stage. So, though we had some soft corner for the revolutionary activities, we were compelled to say that such activities cannot really relieve a nation of the corrupt regime. Individual terrorism would not bear fruits. Mass movement or revolutionary activities with the masses behind can relieve us of a particular corrupt regime. So, keeping this in our mind we can say very affirmatively that crimes against individuals are crimes against the humanity, particularly when the innocent persons are held to ransom by some people to promote their own personal interests, such activities should not be pardoned by any State.

Sir, I would like to put a question to the Hon. Minister. During the recent past two hijackings took place in India. So far as I am aware, those persons have been rewarded. Whether these reports are correct or not, I would like to know it from the Hon. Minister.

I will put another question to the Hon. Minister. The Hague and the Montreal Conventions were signed as far back as 1970 and 1971. What are the causes of such delay that the present Bills are being framed at this late stage? Even in the Bills there are some lacunae. Just for example a person belonging to a particular State may commit an offence in an aircraft registered in another State and that aircraft may land in yet another State. Then these three States would definitely prefer claim against the person involved. Then what would be the position and what is the reaction of our Government to such crimes against the persons who are our Indian citizens?

In the Bills, it has been mentioned only that the persons alleged and if found guilty would be sentenced life imprisonment and would be fined. What is the amount of fine? That amount has not been indicated here. I think the Government has assumed that the amount of fine would be in conformity with the gravity of the crime. If that is so, the Hon. Minister may kindly answer to my question.

In conclusion, I would point out that when some persons get themselves involved in hijacking or in the omission or commission of some acts which may cause damage to the aircraft, personnel of the aircraft, or property, those persons may have some link with foreign countries. In such cases, such foreign countries would have to be fought politically. I would like to know whether the Government is ready to take such political action against those countries which have link-up with the persons considered to be offenders.

With these words, I support the Bill.

श्री विश्वनाथ प्रताप सिंह (भीलवाड़ा): सभापति महोदय, विमान अपहरण निवारण विधेयक, 1982 और सिविल विमानन सुरक्षा विधि विरुद्ध कृत्यदमन विधेयक, 1982 दोनों का मैं समर्थन करता हूं और विवेदन करता हूं कि इस प्रकार की हरकतों के सम्बन्ध में सरकार ने अब तक जो कुछ भी कार्यवाही की है उसके सम्बन्ध में आपने कोई जानकारी नहीं दी है। कई लोगों ने विमानों का अपहरण किया उनके खिलाफ क्या कार्यवाही हुई, किस प्रकार से सख्ती बरती और कौन से कानून के तहत उनके खिलाफ कार्यवाही की है इसके सम्बन्ध में विशेष तौर से जानकारी देनी चाहिए।

दूसरी बात यह है कि इस मामले में चाहे कोई भी व्यक्ति हो, किसी भी पोलिटिकल पार्टी का हो उसको इस प्रकार का काम करने का कोई अधिकार नहीं है कि दूसरों की जानमाल से खेले, प्रौपर्टी को नाश करने का प्रयत्न करे या उन पैसेंजर्स को किसी प्रकार का नुकसान पहुंचाये। यह किसी व्यक्ति को अधिकार नहीं है। और जो कंवेन्शन्स हुए हैं मान्ट्रीयल और हेग में उनमें भी इस बात को दिया गया है कि ऐसे लोग जो किसी की जानमाल के खिलाफ किसी प्रकार की कोशिश करें तो उनको सख्त से सख्त सजा मिलनी चाहिए। मैं तो समझता हूं ऐसे आदमियों के सम्बन्ध में जो इसमें जन्म कैद की बात कहीं है उसके बजाय और सख्ती से पेश आना चाहिए, उसको तो गोली से उड़ा देना चाहिये ताकि दूसरे लोगों को इबरत हो। ऐसी सजा जब तक नहीं मिलेगी तब तक लोग बराबर इस प्रकार के प्रयत्न करते रहेंगे। और आप जानते हैं बहुत से ऐसे बिगड़े दिमाग हैं जिनको किसी विदेशी शक्ति या राजनीतिक पार्टी से कुछ मिल जाय तो वह इस प्रकार की गड़बड़ करने में कभी पीछे नहीं रहते। और उसके साथ-साथ जो आप विमानन की सुरक्षा के सम्बन्ध में कानून ला रहे हैं उसको भी और ज्यादा सख्त बनाना चाहिये।

आप जानते हैं कि एक जहाज करोड़ों-रु० में आता है अगर कोई छोटी सी गड़बड़ कर दे और उसकी वजह से ऐक्सीडेंट हो जाय तो कितने ही आदमी मरेंगे और प्रौपर्टी का भी नुकसान होगा। ऐसे आदमी के खिलाफ अगर सख्ती से कार्यवाही नहीं करेंगे तो उससे हमारी प्रौप। और प्रभुसत्ता को भी धक्का पहुंचता है इसलिये इस सम्बन्ध में विशेष तौर आपको ध्यान देना चाहिये।

जो कर्मचारी इसमें काम करते हैं, दिन रात देखभाल करते हैं उनकी गफलत से ऐक्सीडेंट हो जायें या विमान के अन्दर बैठे हुए लोगों को तकलीफ उठानी पड़े, जानमाल की हानि पहुंचे, तो ऐसे लोगों को भी नेग्लीजेंस के सम्बन्ध में आपने कोई प्रावधान नहीं किया। आपको इसमें यह प्रावधान भी करना चाहिये कि जो व्यक्ति इसमें काम करता है, चाहे एयर इंडिया में हो या इंडियन एयरलाइन्स या अन्य कंपनी में हो, अगर वह अपनी ड्यूटी में नैग्लीजेंस करता है, जिसकी वजह से बहुत नुकसान होता है तो ऐसे लोगों के खिलाफ भी कोई न कोई व्यवस्था होनी चाहिए।

17.21 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

आपने इस कानून में इस प्रकार की कोई बात नहीं कहीं है। जब तक आप इस व्यवस्था को मजबूत नहीं करेंगे तब तक इस प्रकार की हरकतें चलती रहेंगी।

थोड़े दिन पहले जिस विमान में प्रधान मंत्री ट्रेवल करने वाली थीं, उस के कुछ पुर्जे निकाल लिये गये। जब ऐसे इम्पार्टेंट व्यक्ति विमान में ट्रैवल करते हों

और उस विमान में कोई तोड़फोड़ कर दे तो यह हमारे देश के लिये दुर्भाग्यपूर्ण स्थिति बन जाती है। ऐसे लोगों के खिलाफ सख्ती से डील करने की आवश्यकता है। इसमें लीनियेन्सी नहीं बरती जानी चाहिये। अगर ऐसा होता है तो इससे देश को बहुत बड़ा धक्का लग सकता है। हमारी सेवाओं को और देश को बहुत नुकसान होगा। कितने बड़े-बड़े लोगों की एयर क्रेशेज में जानें गई हैं, इसी से अन्दाज लगा सकते हैं कि कितना बड़ा नुकसान हो जाता है। थोड़ी सी नैग्लीजेंस से बड़ी-बड़ी विभूतियों को खतरा उठाना पड़ता है। इसलिए इस व्यवस्था को मजबूत करने की बहुत आवश्यकता है। इस सम्बन्ध में ऐसा कानून बनाया जा सकता है जिससे सारी व्यवस्था ठीक प्रकार से चले।

जो क्राइम कमिट किया जाता है, उस विमान के अन्दर भी ऐसी कोई व्यवस्था की जानी चाहिये कि जो हाई जैकर हैं, जो कहीं तो झूठा गोला लेकर चले जाते हैं या छोटा-मोटा हथियार लेकर चले जाते हैं, उनकी इस हरकत को रोका जा सके। विमान के अन्दर पाइलट और पैसेन्जर्स के पास कोई भी ऐसी व्यवस्था नहीं रहती जिससे उनको रोका जा सके। ऐसी व्यवस्था का होना आवश्यक है जिससे उनके खिलाफ वहीं कार्यवाही की जा सके। इस प्रकार से विमान की और पेसेन्जर्स की सेफ्टी हो सकती है। ऐसे लोगों को सख्त से सख्त सजा मिलने की व्यवस्था भी निश्चित तौर से की जानी चाहिये।

आपने केवल सजा देने की बात तो कही है, लेकिन विभाग को ज्यादा बढ़ाने की बात नहीं कही। इसके बढ़ाने की भी बहुत आवश्यकता है। देश में ऐसे बहुत स्थान हैं, जहां हवाई सेवाएं नहीं हैं। आप वायुदूत की सेवा बढ़ा रहे हैं, मगर आपने पिछड़े हुए क्षेत्रों की तरफ कोई तवज्जह नहीं दी है। मैं अपनी कांस्टीट्युएन्सी के बारे में कहना चाहता हूं कि भीलवाड़े में वायुदूत की सेवा प्रारम्भ की जानी चाहिये ताकि वहां के लोगों को भी इससे फायदा मिल सके।

जोधपुर और उदयपुर के लिये भी रोज-सेवा उपलब्ध हो, इस प्रकार की व्यवस्था की जानी चाहिये। जो बड़े-बड़े कस्बे और शहर हैं, उनमें हवाई सेवाओं की आवश्यकता है। मंत्री महोदय से हम आशा करते हैं कि वह इस तरफ ध्यान देने की कृपा करेंगे और जहां भी इन चीजों की जरूरत है, उनके सम्बन्ध में गौर कर के ऐसा निर्णय करेंगे जिससे हमारे क्षेत्र के लोगों को भी लाभ मिले, पिछड़े हुए क्षेत्र आगे बढ़ें और वहां के लोगों को भी एक स्थान से दूसरे स्थान पर जाने की सुविधा हो सके।

मुझे पूरी आशा है कि मंत्री महोदय का सहयोग हमें मिलेगा और हमारी आवश्यकताओं की पूर्ति वह करेंगे। इन शब्दों के साथ में उनके द्वारा पेश किये गये दोनों बिलों का समर्थन करता हूं।

श्री हरीश कुमार गंभार (पीलीभीत): उपाध्यक्ष जी, जब 10-20-30 हजार फीट की ऊंचाई पर कोई हवाई जहाज उड़ रहा होता है, उस वक्त यदि उसको कोई हाईजैक कर ले, उसका अपहरण कर ले, पिस्तौल की नोक पर या किसी और तरीके से, या तलवार के इशारे पर, उस वक्त उसमें सवार पैसेन्जर्स में अशांति और भय व्याप्त होता है, श्रीमन्, उस का वर्णन नहीं किया जा सकता। ऐसे समय जब उस हवाई जहाज में

[श्री हरीश कुमार गंगवार]

लगभग 200 से भी ज्यादा लोग सवार होते हैं, उन की जान खतरे में पड़ जाती है। उसके साथ ही, उसमें जितने पायलट्स और परिचारिकाएं होती हैं, जिनको हम वर्षों तक ट्रेनिंग देते हैं, उन की जान भी खतरे में पड़ जाती है। ऐसे कार्यों की रोकथाम के लिए इस प्रकार का प्रावधान किया जाना, या कोई विधेयक लाना बहुत आवश्यक है। मैं इस बात में नहीं पड़ता कि माउन्ट्रियल कन्वैंशन के बाद रैटिफिकेशन के लिए हम उसको देर से लाये, लेकिन "देर आयद, दूरूस्त आयद"। आखिर आ तो गया।

इस देश में हाल ही में हाइजैकिंग के तीन-चार इन्सटान्सेज हो चुके हैं। श्रीमन्, पहली हाइजैकिंग तो पाकिस्तान ने करवाई थी, कश्मीर के सवाल पर, गलत उसका लाभ उठाने के लिए, वे हमारे विमान को खुद लाहौर ले गए और वहां जाकर बड़ी धूमधाम के साथ उसको जला दिया। पता नहीं, हमारी सरकार ने उसके सम्बन्ध में क्या किया। मैं चाहता हूं कि माननीय मंत्री जी अपने उत्तर में उस के सम्बन्ध में भी प्रकाश डालेंगे। इस घटना के तुरन्त बाद ही हमने अपने क्षेत्र में पाकिस्तानी विमानों के उड़ने पर पाबंदी लगा दी। उसके बाद बंगला देश बना। उसके बाद जब पाकिस्तान के एक विमान को वहां के लोग उड़ा कर काबुल ले गए, तो पाकिस्तान ने यू० एस० एस० आर० और य्० एस० ए० आदि कई देशों से सहायता की प्रार्थना की। आज भी, जैसा श्रीमन्, आपको मालूम ही है कि पाकिस्तानी विमान का अपहृत यात्री 12–13 दिन की यंत्रना सहन करने के पश्चात् दम्मिक से वापस आया था। मैं आपसे पूछना चाहता हूं कि हमारे जिस बोइंग 737 का अपहरण करके पाकिस्तान ले जाया गया था, जिसका अपहरणकर्ता खालिस्तान की मांग के समर्थन में उसको वहां ले गया था और आज भी वह पाकिस्तान में ही है, उसको वापस लौटाने के लिये आप क्या कार्यवाही कर रहे हैं। क्योंकि अभी तक वह पाकिस्तान के कब्जे में है। वह यहां पर लौट कर क्यों नहीं आ रहा। आज उसके संबंध में अकाली दल मांग कर रहा है कि पकड़े हुये उस अपहरणकर्ता को छोड़ दिया जाये, उसके बारे में आपकी क्या राय है। मैं चाहता हूं कि आप उसके बारे में सदन को सूचना दें।

श्रीमन्, अभी हमारे देश में जियाउल हक साहब तशरीफ लाये थे। मैं मंत्री जी से जानना चाहता हूं कि इस अपहरणकर्ता और जलाये हुये विमान के बारे में क्या आपकी उनसे कोई बातचीत हुई थी या नहीं। यदि आपने उनके बारे में कोई बातचीत की, तो उसका ब्यौरा क्या है।

अन्त में, श्रीमन्, मैं यह और कहना चाहता हूं कि अब तक आप की अपहरण के संबंध में जैसी पोलिसी रही है कि जब भी किसी विमान का अपहरण किया जाता है आप उसको राजनैतिक रूप देकर उसको राजनैतिक हीरो बना देते हैं। उत्तर प्रदेश के दो अपहरणकर्ताओं को, जिन्होंने वाराणसी में भारतीय विमान का अपहरण किया था, जिनके नाम क्रमशः देवेन्द्र पाण्डे और भोला पाण्डे है, आपने दोनों को ही एम० एल० ए० का टिकट देकर दोनों को एम० एल० ए० बना दिया और अब वे मंत्री बनने के ख्वाब देख रहे हैं। इसलिए जब वह खालिस्तान की मांग करने वाला सिख नवयुवक आपसे मांग करता है कि उसको भी छोड़ दिया जाए ताकि वह भी एम०

एल०ए० बन सके, तो उसकी मांग पर भी आप को सहानुभूतिपूर्वक विचार करना चाहिए। वह भी यही मांग करता है कि उसको एम० एल० ए० बनने दिया जाए। इसलिए आप उसे भी एम० एल० ए० बन जाने दें। इसमें वह कौन सी बुरी बात करता है। क्योंकि आपने इस देश में इस तरह का प्रीसीडैंस बनाया है, आपने इस तरह के उदाहरण प्रस्तुत कर दिए हैं। वह भी तो यही कह रहा है कि हमको छोड़ दिया जाए, हमारी मांग राजनैतिक थी, खालिस्तान बनाने की उसकी मांग थी। जैसे कि उन वाराणसी के लोगों की मांग राजनैतिक थी, इसी प्रकार की बात उसने भी की तो मैं समझता हूं कि यह बात अच्छी नहीं है कि यदि किसी भी देश में किसी विमान का कोई अपहरण करता है, उसको राजनैतिक रूप देकर छोड़ दिया जाए। उसको कभी नहीं छोड़ा जाना चाहिए। मुझे यह बात दुख के साथ कहनी पड़ती है कि सरकार ने उनके खिलाफ मुकदमें वापस लिए, यही नहीं, आज उनकी स्थिति क्या हो रही है, वे बलिया के रहने वाले, कलैक्टर की अदालत में जाकर उसको पीटते हैं, मजिस्ट्रेट को अदालत में जा कर उसको पीटते हैं। और न जाने क्या करते हैं। आज उन्होंने वहां आतंक का राज्य फैलाया हुआ है। यही नहीं, जब श्रीमन्, हमारे यहां कानून बना रखा है कि 498 के अन्तर्गत पहली पत्नी के होते हुए कोई दूसरी शादी नहीं कर सकता, यदि कोई करेगा तो उसे सजा होगी, लेकिन श्रीमन्, भोला पांडे ने अपनी दूसरी शादी वहीं की एक एम० एल० ए० से की है, मैं उनका नाम नहीं लूंगा। श्रीमन्, वह कानपुर की एम० एल० ए० है और उससे भोला पाण्डे ने शादी रचाई है, अपनी पहली बीवी के रहते हुए। सारे के सारे मिनिस्टर वहां दावत खाने गए। इस बात का सम्बन्ध हाईजैकिंग से नहीं है, लेकिन मेरे कहने का मतलब यह है कि वह बराबर कानून तोड़ रहा है, लेकिन फिर भी मंत्री बनाने की उसकी मांग पर विचार किया जा रहा है। अभी तो वे प्राविंस में हैं। जब वे बड़े हवाई जहाज का हाईजैकिंग करेंगे, तो वे सैंटर में आ जाएंगे।

MR. DEPUTY SPEAKER: Is giving Ministership under your active consideration?

SHRI HARISH KUMAR GANGWAR: No Sir. It is not my concern. They are concerned with it. He was a Congress (I) man. Congress (I) gave them ticket and they were elected. They do not belong to opposition parties.

इसके बाद मैं कहना चाहता हूं कि विमानों और हवाई अड्डों पर फ़ैसिलिटीज़ बहुत कम हैं। कहीं भी पीने के पानी की ठीक व्यवस्था नहीं है। कोई ठीक तरीके से बात नहीं करता। रिपेयर का यह हाल है कि जहां हवाई जहाज उतरता है, वहां से दो, चार, पांच सौ मील दूर हवाई अड्डे से सामान आता है। हर जगह मरम्मत की व्यवस्था नहीं है। या तो हवाई जहाज को ऐसी जगह उतारा जाए, जहां रिपेयर्ज़ की व्यवस्था हो, अन्यथा सब जगह रिपेयर्ज़ की व्यवस्था की जाए। आज तो स्थिति यह है कि रिपेयर्ज़ के कारण हवाई जहाज आठ, दस, बारह घण्टे तक लेट हो जाते हैं।

जहां तक सर्च का सम्बन्ध है, आज के नये युग में भी सिपाही जिस्म, धोती, कुर्ते और पेंट को हाथ लगाता है। यह कौन सा तरीका है? अगर इस जमाने में भी मेटल डिटेक्टर के जरिये यह काम न किया जाए, तो यह अच्छी बात नहीं है। बाज दफ़ा लोगों का बहुत अपमान होता है। एम पीज़ और एम० एल० ए० के साथ भी यही व्यवहार होता है। इसके लिए कोई नई रीति निकालिए,

[श्री हरीश कुमार गंगवार]

जिससे हम इस अपमानजनक स्थिति से बच सकें।

कई एयरलाइन्ज में बहुत घाटा हो रहा है। अभी अखबारों में आया है कि वायुदूत में लाखों रुपयों का घाटा हुआ है। समय कम होने के कारण मैं डीटेल में नहीं जाऊंगा। मंत्री महोदय इस स्थिति को सुधारने के लिए कदम उठाएं।

जितनी कम सुरक्षा व्यवस्था यहां के हवाई अड्डों पर देखी जाती है, शायद उतनी कम और कहीं नहीं होगी। हवाई जहाजों का नुक्सान पहुंचाने की कार्यवाहियां हिन्दुस्तान भर में जारी हैं। सुरक्षा व्यवस्था जितनी कड़ी होनी चाहिए, उतनी कड़ी नहीं है। मंत्री महोदय को इस ओर ध्यान देना चाहिए।

सरकार ने बहुत जगह हवाई जहाजों के रुकने और वायुदूत सेवा का प्रबन्ध किया है। हमारे यहां पहाड़ में अल्मोड़ा, पिथौरागढ़, नैनीताल, काशीपुर, पीलीभीत आदि में कोई हवाई अड्डा नहीं है। बरेली इसके लिए सब से अच्छी जगह हो सकती है। वह रुहेलखण्ड कमिश्नरी का मुख्यालय है, जहां कमिश्नर और डी आई जी रहते हैं। अब तो वह एक कार्पोरेशन, मुद्रानगर है। मैं निवेदन करना चाहता हूं कि दिल्ली से जो वायुयान लखनऊ हो कर कलकत्ता जाता है, यदि उसको बरेली में रोकने की व्यवस्था की जाए, तो बड़ी मेहरबानी होगी। इससे वहां के व्यापार की भी उन्नति होगी और आने जाने की भी सुविधा रहेगी। वहां पर सारी सुविधाएं उपलब्ध हैं। वहां पर एक सैनिक हवाई अड्डा है। उसके आस पास या बराबर एक हवाई अड्डा बनाया जा सकता है। इसमें बहुत खर्चा नहीं होगा। मुझे आशा है कि मंत्री महोदय मेरी इस बात को मानेंगे और बरेली को सिविल विमान सेवा के जरिए जरूर जोड़ेंगे।

श्री जयपाल सिंह (हरिद्वार) : उपाध्यक्ष जी, 12 साल के बाद हमारे भागवत झा आजाद जी दो बिल लेकर यहां पर आए हैं। मैं समझता हूं 1970 के बाद सरकार को तब तक कोई होश नहीं आया जब तक कि भारत के विमान भी अपहृत नहीं किए जाने लगे। जो घटनायें इस बीच में यहां हुई उनमें विदेशी ताकतों का हाथ था। अमरीका और कनाडा में हिन्दुस्तान को तोड़ने की साजिश की गई और पाकिस्तान की तरफ से ननकाना साहब की सावरेण्टी का आफर दिया गया। अभी अभी यहां पर जो जियाउल हक साहब आए थे उन्हीं के शासन में आफर दिया गया कि अगर लोग हिन्दुस्तान से अलग होने के लिए तैयार हों तो पाकिस्तान भी ननकाना साहब की सावरेण्टी देने के लिए तैयार हो सकता है। खालिस्तान का आन्दोलन सिर्फ हिन्दुस्तान में ही नहीं, बाहर भी चला। 1970 में जो हेग और मांट्रियल कन्वेन्शन का करार था उस पर सरकार ने कभी सोचने की जरूरत नहीं समझी। 12 साल के बाद नये कन्वेन्शन होंगे, दूसरे मुल्क 12 साल आगे बढ़ गए, इस अवधि में उन्होंने नये नये एक्सपेरिमेण्ट्स किए हैं और उसके आधार पर सुरक्षा भी बढ़ी है। इसके बावजूद मैं श्री भागवत झा आजाद जी को धन्यवाद ही दूंगा क्योंकि देर आयद दुरुस्त आयद यह अच्छा ही है।

उपाध्यक्ष महोदय, हमारे देश में जो विमान अपहरण की घटनायें बढ़ी हैं उनके पीछे राजनीतिक षड़यन्त्र था। बार बार इस सदन में भी बताया गया है,

लोगों ने सवाल भी किए हैं कि पाकिस्तान की सरकार के खिलाफ आप क्या प्रोटेक्शट कर रहे हैं, जो विमान अपहरणकर्ता थे, उनका वापिस क्यों नहीं लिया गया है। पाकिस्तान की तरफ से कहा गया कि उनके साथ हमने बात-चीत की है। मैं समझता हूं हमारी सरकार ने शायद अभी जियाउल हक साहब से बात-चीत की होगी। पता नहीं है कि कब तक अपहरणकर्ता वापिस आ सकेंगे। मुझे तो ऐसा नहीं लग रहा है कि आपके प्रयत्नों के फलस्वरूप अपहरणकर्ता वापिस आ सकेंगे।

देश में जो सुरक्षा के उपाय किए गए हैं, उनकी ओर मेरे पूर्ववक्ता ने इशारा किया है कि वास्तव में वह कितने सही हैं। आजाद जी को उन पर विचार करना चाहिए। कभी-कभी हम लोग भी हवाई जहाज से सफर करते हैं तो बड़ा कुण्ठ ग्रस्त होना पड़ता है। एक संसत्सदस्य की तो कोई तलाशी नहीं ली जाती है बल्कि उनकी वजह से दूसरे विमानों को लेट तक कर दिया जाता है। मेरे साथ ऐसा हो चुका है। पिछले सेशन में मैं हवाई जहाज से बम्बई गया। पहले तो यहां से हमारे विमान को लेट उड़ान हुई। बम्बई जा कर मालूम हुआ कि हमारे से पहले वाले विमान में श्री राजीव गांधी आए थे। उनकी कोई भी तलाशी या सुरक्षा जांच नहीं की जाती बल्कि उनके लिए दूसरी व्यवस्था होती है। तो संसत्सदस्यों के बीच में जो यह फर्क किया जाता है यह कहां तक उचित है? कानून सभी के लिए एक होना चाहिए। ऐसा न हो कि राजीव गांधी बिना किसी तलाशी के सीधे चले जायें और हमारी जांच की जाए। मैं तो समझता हूं साधारण लोगों तथा संसत्सदस्यों के बीच में भी कोई फर्क नहीं किया जाना चाहिए। लेकिन जब राजीव गांधी और कांग्रेस पार्टी के दूसरे लोगों की कोई सुरक्षा जांच नहीं की जाती, उनके सामान की कोई जांच नहीं होती, चाहे वे देश के किसी भी हवाई अड्डे पर जायें या विदेश जायें, इस प्रकार की जो प्रथा यहां पर है इसी के कारण स्मगलिंग बढ़ रही है और देश की एकता को भी खतरा पैदा हो रहा है। मैं चाहूंगा कि मंत्री जी, यह जो डिस्क्रीमिनेशन चल रहा है, इस पर गहराई के साथ विचार करें नहीं तो इसके खिलाफ प्रोटेस्ट होगी।

जहां तक सुरक्षा का सम्बन्ध है, जैसा कि उधर के माननीय सदस्यों ने भी कहा है, नई आधुनिक मशीनें जो कि इतनी मंहगी भी नहीं हैं, उनको आप लगवायें। उन से आप के लोगों की एफिसियेन्सी बढ़ेगी। सुरक्षा कर्मचारियों के सम्बन्ध में मैं एक बात और कहना चाहूंगा। उन को ट्रेनिंग दी जानी चाहिए। बेकार लोगों को वहां भेज दिया जाता है जो उस काम में एफिसियेण्ट नहीं हैं, जिन को उस तरह की ड्यूटी देने के तौर-तरीके मालूम नहीं हैं कि यात्रियों को सुरक्षा जांच कैसे की जा सकती है। जो उस काम में ट्रेण्ड नहीं है, एक्सपर्ट नहीं है, इसलिए भारत सरकार की तरफ से उन को ट्रेनिंग की व्यवस्था कराइये तथा ट्रेण्ड लोगों की हवाई अड्डों पर लगाने की व्यवस्था के बारे में सोचिए, तभी इस में सुधार हो पायेगा।

विमान अपहरणकर्ताओं की सजा के के बारे में जो बिल आप लाये हैं उस में मानिटरी-पनिशमेण्ट की जो बात कही गई है वह बिल्कुल वेग है। उस में ऐसा कहीं नहीं है कि इस तरह के अपराधियों को आप कितना दण्ड देंगे। उस में ऐसा कहीं नहीं है कि कम से कम और ज्यादा से ज्यादा कितना दण्ड दे सकते हैं। इस बात को आप बिल में क्लियर कीजिए।

मैं सदन का अधिक समय नहीं लेना चाहता, लेकिन अभी हमारे साथियों ने जनता रिजीम में राजनीतिक मकसद

[श्री जगपाल सिंह]

के लिए संजय गांधी और इन्दिरा गांधी के समर्थन पर जिन लोगों ने बनारस से प्लेन हाइजैक किया था, उन का जिक्र किया है। उनके केस आप की सरकार ने वापस किये हैं—यह उचित नहीं है। अगर हमारी सरकार भी इस तरह का रुख अपनायेगी तो वह गलत होगा। आप ने उन लोगों को अपनी पार्टी का एम० एल० ए० बनाया। मैं उन के लिए क्रिमनल शब्द का उपयोग नहीं करना चाहता, लेकिन उन के केस को वापस लेना, उन कय एम० एल० ए० बनाना, यह प्रथा ठीक नहीं है। मुझे दुख के साथ कहना पड़ता है कि इस तरह की कार्यवाही से आप की नीयत संदिग्ध हो जाती है। ऐसे लोगों को राजनीतिक आदमी समझ कर उनके केस को वापस लेने की प्रथा यदि बढ़ती गई तो इस के बहुत खराब परिणाम निकल सकते हैं। आज खालिस्तान के समर्थक भी राजनीतिक हैं, जिनके पीछे पोलीटीकल-एम है। इस लिए इस तरह के राजनीतिक षड़यन्त्र में चाहे अ.प की पार्टी का मामला हो या हमारी पार्टी का मामला हो, उन को छोड़ना, देश की एकता को नुक्सान पहुंचाने की बात है, ऐसे मामले में भेदभाव की नीति को मत अपनाइये और ऐसे लोगों को सख्ती से सजा देने के बारे में सोचिये। इस लिए मैं आप से अपील करूंगा कि आप भविष्य के लिए जो भी कानून बनाने जा रहे हैं उन को ईमानदारी से लागू करने के बारे में विचार कीजिए। आज खालिस्तान के लोगों की जो मांगें हैं, अगर आप ने उनकी मांगों के सामने सरण्डर किया तो आने वाले समय में इस के भयानक नतीजे निकलेंगे।

इन शब्दों के साथ मैं अपनी बात खत्म करता हूं और उम्मीद करता हूं कि जिस बात की तरफ मैंने अभी इशारा किया था कि एम० पी—एम० पी० के बीच में आप के अधिकारी जो डिस्क्रीमिनेशन करते हैं या तो उस को खत्म करवाने का आश्वासन देंगे या सब की जांच होगी। इस तरह का आश्वासन मैं आप से चाहता हूं।

श्री रामावतार शास्त्री (पटना) : उपाध्यक्ष, जी, हम इस समय दो विधेयकों पर विचार कर रहे हैं—एक—विमान अपहरण निवारण विधेयक, 1982 और दूसरा—सिविल विमानन सुरक्षा विधि-विरुद्ध कार्यदमन विधेयक, 1982। ये दोनों विधेयक बहुत ही आवश्यक और महत्वपूर्ण हैं; मैं इन दोनों विधेयकों का समर्थन करते हुए कुछ बातों की तरफ मंत्री जी का ध्यान खींचना चाहता हूं ये विधेयक 1970 को हेग-कन्वेन्शन और 1971 की माण्ट्रियल कन्वेन्शन के उद्देश्यों को ध्यान में रख कर तैयार किये गये हैं। यह ठीक है कि इन को लाने में देर हुई है, फिर भी इन को पास करने के बाद जल्द से जल्द अमल में लायें और जो भी विमानों की सुरक्षा के लिए खतरनाक समझा जाय या विमानों के अपहरण के नापाक काम के बारे में पकड़े जाएं उनके खिलाफ सख्त से सख्त कार्यवाही होनी चाहिए और सजा होनी चाहिए। इसमें किसी प्रकार के राजनीतिक भेदभाव की बात न की जाए। कुछ वक्ताओं ने इस ओर ध्यान खींचा है कि पिछले तीन-चार सालों के अन्दर तीन, चार विमानों के अपहरण हमारे देश में हुए हैं और उनके कुछ अपहरणकर्त्ताओं का छोड़ दिया गया है, उनके मुकद्दमे वापस ले लिए गये हैं। इस तरह के आचरण से लोगों का विश्वास आपके कानूनों के प्रति हिलता है उनका विश्वास न हिले, इस बात को ध्यान में रख कर, जो कोई भी विमानों का नुकसान पहुंचाने वाला पकड़ा जाए, उसकी

सम्पत्ति और सब कुछ ले लेना चाहिए अपहरण के दुष्कर्मों में जो भी पकड़ा जाए। उसके खिलाफ बिना किसी भेदभाव के समान रूप से कार्यवाही होनी चाहिए। अगर आप ऐसा नहीं करेंगे तो सचमुच में जनता के विश्वास को आप इन कानूनों के प्रति जगा नहीं सकेंगे।

जो बातें पीछे हुई हैं, मैं तो यह समझूंगा कि जिन लोगों के खिलाफ आपने मुकद्दमे वापस ले लिए हैं, उनके खिलाफ इस कानून के चलने के बाद अब आप मुकद्दमे चलायेंगे। वे एम० एल० ए० हो सकते हैं, बड़े अधिकारी हो सकते हैं, राज नेता हो सकते हैं लेकिन इस कानून से किसी की भी गर्दन को बरी नहीं करना चाहिए।

दूसरी बात मैं यह कहना चाता हूं कि इस बिल के पृष्ठ दो पर धारा एक की उपधारा तीन में कहा गया है कि—"यह उस तारीख को प्रवृत्त होगा जो केन्द्रीय सरकार, राजपत्र में अधिसूचना द्वारा, नियत करे।"

इतने गंभीर मामले और बात के लिए आप कुछ और समय लेना चाहते हैं। ऐसे कानून को अमल में लाने में ऐसी देरी क्यों होनी चाहिए? इस कानून और अन्य कानूनों में अन्तर है। हमारे देश के दुश्मन भीतर से या बाहर से हमारे विमानों को क्षति पहुंचाते हैं। उनके लिए अधिसूचना जारी करने में कुछ वक्त लगेगा, इसकी प्रतीक्षा आप क्यों करना चाहते हैं? जैसे ही कानून पास हो जाए और राष्ट्रपति जी की इसे स्वीकृति मिल जाए, इस कानून को फौरन ही प्रवृत्त माना जाए। इस तरह का मैंने संशोधन भी दिया है। मेरे ख्याल से इस संशोधन को स्वीकार करने में आपको कोई हील-हवाला नहीं करना चाहिए अगर आप सचमुच में ऐसे लोगों का जल्दी से जल्दी पकड़ना चाहते हैं तो।

तीसरी बात तलाशी का सवाल उठाया गया। मैं तलाशी के पक्ष में हूं। अगर हवाई जहाज में चढ़ने वाले लोगों की तलाशी लेना हम बन्द कर देंगे तो हाईजेकर इसमें घुस जाएंगे। इसलिए आप तलाशी जरूर लीजिए लेकिन आप किसी यंत्र के द्वारा लीजिए जिससे कि यात्रा करने वाले किसी मर्द या औरत के शरीर का स्पर्श करने को जरूरत न पड़े। यहां दिल्ली में हमने देखा है कि यंत्र से आप यह कर रहे हैं। यही व्यवस्था आप सभी जगह कीजिए।

तलाशी सब की हो। इसमें आप भेदभाव की नीति न बरतिये। कोई बड़ा और छोटा हो सकता है। लेकिन यात्री सभी समान हैं और सभी लोग बराबर का पैसा दे कर यात्रा करते हैं, कोई कम पैसा नहीं देता। सभी बराबर का किराया देते हैं। इसको भी समान सुविधा और समान व्यवहार सब को मिलना चाहिए। इस बात को आप क्रियान्वित कीजिए, सब लोग आपको बहुत बहुत धन्यवाद देंगे।

बहुत से कन्वेन्शन्स का जिक्र किया गया है, मैं उनमें जाना नहीं चाहता। एक बात मैं कहना चाहता हूं। आपके जहाज पर जब हम लोग चढ़ते हैं तो सबसे पहले हमारी दृष्टि इण्डियन एयरलाइन्स की लिखावट पर जाती है। वह अंग्रेजी

में लिखा होता है जब कि हमारी राजभाषा हिन्दी है। आफिशियल लैंग्वेज एक्ट 1963 में केवल हिन्दी है। बाद में आपने सहयोगी भाषा के रूप में अंग्रेजी को भी माना है। वह आफिशियल लैंग्वेज एक्ट का उल्लंघन है।

SHRI RAMAVATAR SHASTRI: Don't be so nervous after hearing the word 'Hindi.' I am not nervous. Please hear me.

MR. DEPUTY SPEAKER: A very serious gentleman! Let us hear him. Why do you bring controversial issues to him?!

SHRI RAMAVATAR SHASTRI: I am narrating about the Official Languages Acts 1963 and 1965.

राजभाषा अधिनियम 1963 की कमेटी भी दोनों सदनों को आपने बना रखी है। जब श्री ए0 पी0 शर्मा जी मंत्री ने एक सैशन पहले हमने सवाल किया था तो उन्होंने कहा था कि हम हिन्दी में भी लिखेंगे और अंग्रेजी में भी। हिन्दी अब किस तरफ लिखी हुई है, बैंक में।

MR. DEPUTY SPEAKER: An internationalist like you should not talk about a particular language!

SHRI RAMAVATAR SHASTRI: Don't mislead me. I am talking about both the languages. There is only English. I want that Hindi should also be there, and below that English should be there, because the Official Languages Act makes a mention of both the languages.

MR. DEPUTY SPEAKER: I agree with you.

SHRI RAMAVATAR SHASTRI: You do not hear Hindi and you do not understand Hindi. Therefore, you say so.

SHRI K. MAYATHEVAR: Better you switch on to English!

SHRI RAMAVATAR SHASTRI: No. But, at times I will make you understand Hindi.

मैं समझता हूं, मंत्री जी समझ गये होंगे क्योंकि मंत्री जी राजभाषा अधिनियम के विरोधी नहीं है। वह कानून हम लोगों ने संसद् में कन्सेन्सस से पास किया। मेरा कहना यह है कि हिन्दी उसमें होना चाहिए।

आप अखबार जैसे दिल्ली से भेजते हैं, अंग्रेजी के तो आप देते ही हैं लेकिन हिन्दी के भी थोड़े देते हैं। आप सभी अखबारों को जहाज में दीजिए। मद्रास से अगर जहाज चलता है तो वहां तमिल और अंग्रेजी का अखबार दीजिए, उसी तरह से हर जगह यह व्यवस्था होनी चाहिए।

श्री भागवत झा आजाद : हो जायेगा।

श्री रामावतार शास्त्री : आखिरी बात बसों के बारे में कहना चाहता हूं। बसों की व्यवस्था पहले आपकी थी यानी इण्डियन एयरलाइन्स की थी और उसका आप किराया वसूल कर लेते थे। बाद में आपने उस व्यवस्था को हटा दिया। दिल्ली में आपकी दूसरी व्यवस्था है, जो वार-हिरोज रिटायर्ड हैं, उनको देते हैं। उसमें दिक्कत यह होती है कि एस0 पी0 लोग आते-जाते हैं और सबसे आखिर में हम लोगों का नार्थ-एवेन्यू या साऊथ एवेन्यू में पहुंचाया जाता है, ऐसा नहीं होना चाहिए कि हम लोग एक-एक घण्टे तक घूमते रहें। किराए के बारे में मैं आपको पटना की बात बताता हूं। तीन या चार किलो मीटर, हवाई अड्डे से, आपका सिटी में दफ्तर। और उसका आप लेते हैं— 10 रुपये। 10 रुपये क्यों लेते हैं जबकि यहां 8 रुपये लेते हैं। साधारण लोगों

के लिए यह ठीक नहीं है, हमको भी उतना ही पैसा देना पड़ता है। आप एक नियम बनाइए कि कितनी दूरी पर आप कितना पैसा लेंगे।

इन शब्दों के साथ मैं इस विधेयक का समर्थन करता हूं लेकिन साथ ही पुनः निवेदन करना चाहता हूं कि इसको बिना किसी भेदभाव के लागू करें, इसकी धाराओं को लागू करें और सब पर समान रूप से लागू करें ताकि जनता को विश्वास हो इस पर तथा दूसरे कानूनों पर। ऐसा करके ही आप किसी भी कानून के पक्ष में जनता का समर्थन ले सकते हैं।

श्री राम विलास पासवान (हाजीपुर) : इस विधेयक का मैं पूर्णतया समर्थन करता हूं कुछ सुझाव में मंत्री जी को देना चाहता हूं। दूसरे सदन से यह पास हो गया है और अब सुझाव देने को कुछ बचे नहीं है। फिर भी एक दो चीजें मैं कहना चाहता हूं। मंत्री जो ने दूसरे सदन में कहा है उसका उल्लेख करते हुए मैं कुछ सुझाव देना चाहता हूं। शास्त्री जी तथा जगपाल सिंह जी ने भी कहा की आप संसद सदस्यों में डिस-क्रिमिनेट न करें। सदस्य-सदस्य में अन्तर न करें। आपने अपने जवाब में राज्य सभा में कहा था कि आप राज्य के मुख्य मंत्री को छूट देते हैं और किसी दूसरे मंत्री को नहीं देते हैं। केबिनेट रैंक का जो मंत्री है और जो कैबिनेट में है, उसी कैबिनेट का मुख्यमंत्री भी एक अंग होता है। आपने मुख्य मंत्री को छूट दे रखी है तो कैबिनेट रैंक के मंत्री को आप छूट न दें तो यह उसके प्रति अन्याय होगा। मशीन से आप जांच करते हैं और मशीन से किसी को भी पार करने और सब की जांच करने में आपको क्या आपत्ति है। बहुत ज्यादा हमारे साथियों को दुख होता है क्योंकि जब हम जाते हैं तो पता नहीं कौन पकड़ ले और प्लेन को ले कर उड़ जाए और मौत से झूझना पड़ता है। इससे सबको दुख होता है। इसी तरह मैं कहना चाहता हूं कि क्यों दूसरों को छूट नहीं रहनी चाहिए। सबको मशीन से आपको समान रूप से पार करना चाहिये।

हाइजैकर्ज के सम्बन्ध में मंत्री महोदय ने दूसरे सदन में कहा कि विदेश मंत्री इसका जवाब देंगे। यह उचित नहीं है। पाकिस्तान के हाईजैकर्ज के सम्बन्ध में आपने कहा कि विदेश का यह मामला है और विदेश मंत्री बताएंगे। मैं समझता हूं कि आपको निश्चित रूप से इसके बारे में बताना चाहिए कि जिसने हाईजैक किया उसके साथ आप पाकिस्तान के साथ क्या बातचीत कर रहे हैं। कनवेंशन का पाकिस्तान भी मैम्बर होना चाहिए। पाकिस्तान का जो कानून है उसके तहत तो हाईजकर्ज को मृत्युदण्ड तक की सजा हो सकती है। हम तो केवल आजीवन करावास की सजा की ही व्यवस्था कर रहे हैं। सही दलील दी गई है और मैं इसका समर्थन करता हूं कि जब किसी को मालूम हो जाएगा किसी हाईजैकर को पकड़े जाने पर मृत्यु दण्ड की सजा होगी तो उस अवस्था में उसको सद्बुद्धि दुर्बुद्धि में बदल सकती है और वह प्लेन की ध्वस्त भी कर सकता है। मैं चाहता हूं कि पाकिस्तान सरकार के साथ आपको बात करनी चाहिए और पता लगाना चाहिए कि कहीं वह उनको छोड़ने की बात तो नहीं सोच रही है।

नेशनल इंटरेस्ट का जहां मामला हो उसके अन्दर हम को पार्टी इंटरेस्ट को कभी बीच में नहीं लाना चाहिए। पार्टी के हित में कोई बात थोड़ी देर के लिए बहुत अच्छी लग सकती है और वह थोड़ी देर

श्री रामविलास पासवान—जारी

के लिए इस बहादुरी के काम के लिए उसको वीर पुरुष का या बहादुरी का तगमा दे सकते हैं लेकिन अन्ततोगत्वा इस तरह की बात से राष्ट्र विरोधी तत्वों का बढ़ावा ही मिलता है और राष्ट्र को तोड़ने में यह चीज सहायक सिद्ध होती है । अगर कुछ लोगों के दिमाग में यह बात है कि अपहरण करना वीरता का काम है तो मैं इसको वीरता का काम नहीं समझता हूं । कोई कितना बड़ा आदमी भी क्यों न हो, कितने बड़े पद पर वह क्यों न हो, जो इस तरह का काम करता है उसके सम्बन्ध में हमें दूसरे मुल्कों में भी वातावरण इस तरह का बनाने की कोशिश करनी चाहिए कि उसके साथ भी वही सलूक हो जो दूसरे ऐसे तत्वों के साथ होता है । दूसरे सदन में भी यह मामला आया था । कोई हवाई जहाज उड़ा भारत की भूमि से और हाईजैक हुआ पाकिस्तान की भूमि पर और फिर उसके बाद उतरा जा कर लंदन की भूमि पर फिर किस देश के कानून के तहत कार्रवाई होगी । जहां उतरेगा उस देश का कानून ही लागू होगा । मैं चाहता हूं कि हम जनमत तैयार करें कि इस तरह का जो काम करता है चाहे किसी भी देश का आदमी करे, जो हाईजैकर है, वह कल्परिट है, हत्यारा है इसलिए किसी भी सरकार का यह नैतिक अधिकार नहीं है कि वह इस तरह के काम को स्पोर्ट करे और स्पोर्ट ही नहीं बल्कि इस तरह के लोगों को संरक्षण देने का काम करे ।

आप मंत्री नहीं थे । कोई गलती हो तो उसको बताने में आपको हिचक नहीं होनी चाहिए । देर आयद दुरुस्त आयद । यह कनवेंशन दस साल पहले पास हुआ था । 1970 में हुआ था । बारह साल के बाद हम उस पर डिसकशन कर रहे हैं । 12 साल के बिल लंबित रहे हैं इसका मतलब है कि कहीं न कहीं दाल में कुछ काला है । जनता पार्टी को भी हम इस मामले में सपोर्ट नहीं कर रहे हैं, और हमारे जैसा आदमी प्रत्येक चीज के लिए जनता पार्टी का सपोर्टर नहीं है । 8 साल तक आप रहे, आप इस बिल को नहीं लाये, जनता पार्टी की सरकार भी दो साल में नहीं लायी, दोनों ने गलत काम किया । लेकिन मैं जानना चाहता हूं कि जो सरकारी तंत्र है, ऐडमिनिस्ट्रेशन में जो लोग हैं, जिनकी पैनी दृष्टि है क्या उन्होंने नहीं सोचा था कि इस तरह की घटना घट सकती है ? और यदि नहीं सोचा तो क्या अपनी अदूरदर्शिता का परिचय नहीं दिया ? इसलिए मंत्री जी को बताना चाहिए कि क्यों ऐसा हुआ ?

समाचार-पत्रों के सम्बन्ध में मैंने सवाल पूछा था, आपके मंत्रालय ने जवाब दिया कि 11 लाख से ज्यादा सर्कुलेट होते हैं जिनमें से हिन्दी के समाचार-पत्र मात्र 1 लाख होते हैं । इसलिए जहां से जो भाषा का पत्र निकले उसको सर्कुलेट करना चाहिए । मैं नहीं कहता अकेले हिन्दी ही का हो, अंग्रेजी, तमिल, तेलगू, बंगला सभी भाषाओं के रखिये और समान रूप से उसको रखिये ताकि किसी को डिस्क्रिमिनेट करने का मौका किसी को न मिले ।

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18 hrs.

PAPERS LAID ON THE TABLE—CONTD.

Notification re: exemption from Custom duty on goods not produced in India and increase in the basic Custom duty on imported PVC resins

MR. DEPUTY SPEAKER: Now, Shri P. Venkatasubbaiah to lay a paper on behalf of Shri Janardhana Poojary.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. VENKATASUBBAIAH): Sir, on behalf of Shri Janardhana Poojary I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962:—

(1) Notification Nos. 241/82-Customs and 242/82-Customs published in Gazette of India dated the 4th November, 1982 together with an explanatory memorandum regarding exemption to goods not produced or manufactured in India and on which the duty of customs leviable has been paid at the time of their importation in India and which are exported out of India for the execution of a contract approved by the Reserve Bank of India in connection with any commercial and industrial (including constructional) activites from payment of customs duty.

(2) Notification No. 243/82-Customs published in Gazette of India dated the 4th November, 1982 together with an explanatory memorandum regarding increase in the basic customs duty on imported PVC resins from 100 per cent *ad valorem* to 150 per cent *ad valorem.*

(Placed in Library. See No. LT-5628/82)

1802 hrs.

The Lok Sabha then adourned till Eleven of the Clock on Friday, the 5th November, 1982/14th Kartika, 1904 (Saka)